

LIVE | GALLERIA

Innovative Development Application

Case No.: ID14001

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Narrative

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NARRATIVE

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Live Galleria is a transformative effort to revitalize Galleria Fort Lauderdale through over three years of planning, refinement and community outreach. The initial Galleria revitalization planning focused on creating a sustainable model to ensure the future success of the Galleria retail, while also transforming the properties surrounding the Galleria into a complete and upscale residential community. The Galleria revitalization plan provides a strategy for improving the underutilized surface parking lots surrounding the Galleria through a series of phased residential projects and infrastructure improvements. In September of 2014, the Galleria unveiled a revitalization plan for a Galleria Community consisting of 1640 residential units, 163 hotel units and 60,000 s.f. of ancillary retail/restaurant uses. The Galleria Community Plan was presented in a series of community meetings, and processed through the City's development review system in October of 2014.

In response to community input and comments during the development review process, the Galleria invested the next 5 months in refining the development plan and conducting additional community outreach. In March of 2015, the Galleria offered a revised revitalization plan that reduced the overall proposed residential uses from 1640 to 1250 units, shifted the building massing to strategically located sites in the commercial corridor of Sunrise Boulevard (and away from existing neighborhoods), and included several elements to integrate the Galleria retail into the project. For the past 15 months, the Galleria has continued to refine the design in order to provide enhanced community spaces and to respond to additional development review comments.

The Galleria is pleased to introduce the new and enhanced *Live Galleria* plan which includes a reduced development program and provides a greater emphasis on enhancements to the community spaces surrounding the Galleria. In summary, 163 hotel units and 105,000 sf. of office use have been eliminated from the plan, and the Live 7 building has been reduced by 3 floors and 60 units. The enhanced *Live Galleria* includes over 8 acres of community spaces, a

1.25 linear park, and new restaurants and cafés. Please find set forth below the comprehensive *Live Galleria* Narrative which summarizes the most recent program enhancements, and which demonstrates how *Live Galleria* is a truly innovative and important revitalization effort for the future of Fort Lauderdale.

Section 1. Narrative Describing Project Design Concept

The Galleria Mall Fort Lauderdale property is comprised of 35.4 acres (the “Property”). Present uses on the Property include a one million square foot shopping mall with retail stores and restaurants including ten (10) acres of surface parking lots around the Property’s perimeter. This application plans to redevelop and transform the Property by adding uses desirable to the City and expand the existing ability of the Property to serve as both a livable mixed use community as well as a destination location. The proposed redevelopment plan for the Property (“Live Galleria”) includes: the construction of seven (7) multifamily residential buildings; the introduction of neighborhood serving retail; signature restaurants; and the creation of eight (8) acres of publicly accessible community space.

Live Galleria transforms ten acres urban parking lots (“Parking Lots”) by wrapping residences around the mall, creating a signature redevelopment for the City. Today, the Parking Lots are primarily taken up by over 4,000 surface parking spaces that surround the Galleria Mall. The goal of *Live Galleria* is to elevate The Galleria from a property that is used only for shopping, and dining to a mixed use destination that will be lived in and used by the community. Further, *Live Galleria*, when completed, will create programmed community space which will serve the City’s residents as a destination location.

Live Galleria uses innovative site planning that utilizes appropriate siting of both uses and mass in relation to land area and devotes a significant portion of the Parking Lots to sustainable urban community space. Locating seven residential buildings and Community Spaces on the Parking Lots effectively wraps the existing mall and garages with aesthetically and functionally desirable uses. *Live Galleria* introduces multifamily residential buildings for all ages, providing ownership; quality rental and senior housing opportunities.

Importantly, *Live Galleria* intentionally concentrates the taller residential buildings on Sunrise Boulevard and plans compact, pedestrian-friendly buildings where the Property interfaces with existing residential uses. *Live Galleria*’s utilization of a Innovative Development District (“*ID*”) allows *Live Galleria* to plan the buildings with superior massing and step downs, and to create a linear park system that efficiently master plans the Property with pedestrian friendly amenities.

Integral to *Live Galleria*’s site planning is its creation of pedestrian amenities on the Property. A substantial portion of the site planning has been focused on clustering the buildings in order to develop substantial Community Space throughout the Property. Specifically, *Live Galleria* has ten pedestrian activity areas designed to enhance the pedestrian experience and provide public enjoyment of the Property:

- The linear park “The Loop” functions as the primary pedestrian path around the perimeter of the Property, and is delineated by decorative paving. The Loop provides connectivity around the entire Property, provides fitness stations and access to the neighborhood serving retail and ground level restaurants. The Loop enhances the Property visually, environmentally, and spatially due to the transformation of the asphalt parking into pedestrian oriented Community Space inviting to the public. The Loop

provides a design that includes amenities such as, an interactive fountain surrounded by large shade trees, landscaped seating areas and plazas.

- The “Bayview Plaza” created at the Sunrise Boulevard and Bayshore Drive welcomes the public to a beautiful centrally located space activated by adjacent restaurant uses and shaded plaza areas.
- The “Sky Garden”: Nearly one acre of roof top green space that includes a community center with community garden plots and community activity areas.
- The “Galleria Plaza”: a welcoming Plaza at 26th Street and Sunrise that includes water features, Florida-friendly landscaping and public seating.
- Multiple fitness zones with outdoor fitness equipment free and open to the public.
- The 9th Street Dog Park-Public dog park.
- Fountain Features.
- Outdoor cafes.
- Public artwork displays by local artists

Extensive site planning efforts have resulted in a comprehensive public oriented Community Space plan within *Live Galleria*. The result is the integration of the uses that comprise *Live Galleria* and public space throughout the Property.

Further, Live Galleria proposes transportation and infrastructure improvements that extensive; integrated and well above what would be provided under traditional zoning regulations. Live Galleria seeks to create a sustainable; integrated community.

Ultimate Mixed-Use Integration: *Live Galleria* uses best planning practices to improve an existing commercial shopping center and its transportation infrastructure and to create a compact, pedestrian-friendly, mixed-use community serving a diverse range of residents and visitors. Uses include upscale rental, luxury condominiums, senior oriented living, retail shops, department stores, boutique grocer, pet spa, medical office, neighborhood serving retail, community center, workspace/office and restaurants. Outdoor uses include outdoor dining, community garden, rooftop workout lawn, pocket dog-park, and programmable community space intended for exercise classes, and outdoor events. The concentration of these complementary uses provides opportunities to expand transportation resources to allow for easier movement both within and to and from the Property through a variety of transportation options which will:

1. Encourage residents to utilize alternative methods of transportation other than a car;
2. Provide better options for shoppers to get to the mall and its new programmed spaces;
3. Create a climate friendly walkable environment around the mall;
4. Serve as a parking resource for beachgoers; and
5. Afford employees easier access to mass transit and to bicycle facilities

Transit and Mobility Hub: The above benefits will be facilitated via a transportation hub created on the Property served by a major transportation corridor and which has existing but fractured transportation opportunities.

With the input of Broward County Transit, an internal mobility hub is being proposed on NE 24th Avenue/Bayview Drive south of Sunrise Boulevard at a covered area next to a well-utilized Galleria Mall entrance via elevators. The mobility hub will have adequate dimensions to accommodate several Broward County buses simultaneously and will provide a safe open area for pedestrians to wait for the buses, the Sun Trolley and other forms of transportation.

As a cohesive system, these improvements within and along the perimeter of the Property will enhance the Property's interaction with neighboring communities and whether through mass transit, walkability, or cycling, will keep cars off the streets. Residents of the multifamily buildings will have the opportunity to access many existing and proposed neighborhood serving amenities without leaving the Property in a car. Visitors to and employees of the mall will have options of either using the mall as a destination or as a transit hub to access another method of transportation, all of whom will have access to:

- Broward County buses
- Sun Trolley access and enhanced service
- Car sharing service
- B cycle connections
- Bicycle storage both short and long term
- Easier wayfinding to the nearby water taxi
- Pedestrian walkways into and around the perimeter of the property
- Dedicated parking within the garage for beachgoers

More specifically, *Live Galleria's* transportation hub proposes the enhancement and consolidation of public transportation facilities like the existing Broward County bus stops, shuttle bus and water taxi stops all within walking distance of each other in a compact location, accessible to the community. In addition, Live Galleria will introduce a car sharing service, making car ownership an option versus a necessity. It is important to note that the benefits provided by the mobility hub were not relied upon as mitigation in the traffic study and; therefore, are considered transportation enhancements that go beyond what is typically required for projects in the City of Fort Lauderdale.

Automobile Alternatives & Pedestrian/Bicycle Access and Safety Enhancements: Beyond the automobile, Live Galleria creates pedestrian and bicycle friendly perimeter travelways where none exist today. These improvements improve safety and mobility for non-automobile modes of transportation and; therefore, will encourage a shift from the use of automobiles to walking and bicycling. By enhancing the pedestrian mobility with well-designed sidewalks/pedestrian paths for better internal foot-traffic connectivity and pedestrian features, the Live Galleria project will discourage the use of automobiles for short trips and; therefore, the overall traffic impacts of the project can be reduced. To help reduce vehicular traffic on the barrier island, Live Galleria will provide parking for beachgoers within its garage. Finally, *Live Galleria* will encourage water taxi use at a neighboring site to publicize an additional way to visit the Property by water. It is important to note that the benefits provided by pedestrian enhancement were not relied upon as mitigation in the traffic study and; therefore, are considered transportation enhancements that go beyond what is typically required for projects in the City of Fort Lauderdale.

Communication of Alternatives: Important to the success of the above is communication, and wayfinding. Internal and external wayfinding signage is proposed to attract and guide visitors and residents into the Property to utilize the mixed uses and the other transportation options

available at Live Galleria as well as to make resident transportation decisions simple. A Mobility Coordinator and Mobility Kiosk will serve to help introduce the available multimodal options to guests, employees and resident.

Turn Lane Enhancements: These improvements will remove turning vehicles from the through lanes and; therefore, will increase the capacity of the through lanes of the subject approach and enhance safety by storing turning vehicles on the auxiliary lanes as opposed to the lanes that are intended to serve through traffic. The intersection where the turn lane enhancements are being proposed meet the City's level of service standards and; therefore, these turn lanes are mitigation measures beyond what is typically required for traffic studies.

Turn lane enhancements are proposed at two intersections (US 1 and NE 13th Street and Sunrise Boulevard and NE 15th Avenue). The turn-lane enhancements are described below:

US 1 and NE 13th Street

- 1) Increase the southbound right-turn lane storage capacity to approximately 400 feet
- 2) Increase the eastbound left-turn lane storage capacity to approximately 425 feet

Sunrise Boulevard and NE 15th Avenue

- 3) Re-stripe the southbound approach to increase the left-turn lane to 350 feet.

Signalization Improvements (Overlap Phases, One Additional through Lane at NE 15th Avenue and Timing Optimization at Several Intersections): Overlap phases increase the capacity of signalized intersections by allowing right-turning vehicles to occur concurrent with non-conflicting left-turn movements. Similarly, the second northbound through lane on NE 15th Avenue will substantially increase the side-street capacity of this intersection thereby benefiting traffic flow along Sunrise Boulevard. Timing optimization is a technique that is used to provide the optimum green time to competing traffic movements based on current traffic patterns. With the Live Galleria project in place, traffic patterns will change and by optimizing the traffic signals, the County will provide the most-appropriate timing in order to serve all movements at acceptable levels of service (i.e. mitigate the Live Galleria project trips).

Neighborhood Traffic Calming: Traffic Calming measures are being evaluated as part of the Live Galleria project. The project will include a new traffic circle at the intersection of Bayview and Yacht Club Blvd, which will also serve as an important gateway to the Coral Ridge neighborhood, and identify Bayview Drive as a residential street.

Section 2. Section 47-37A Innovative Development District Intent

Section 47-37.1 Intent and Purpose

The Innovative Development (ID) zoning district is intended to foster, encourage and provide for development incorporating innovative elements that are not otherwise permitted under the Unified Land Development Regulations zoning districts and development standards.

Live Galleria uses innovative site planning in a redevelopment effort that “pushes” and “clusters” mass on the Property to design and site buildings appropriately create Community Space. These unique design aspects provide great public benefit in the form of adaptive reuse of property, and public enjoyment of both amenities and site design but are inconsistent with traditional zoning. By applying good planning tools and techniques, *Live Galleria* achieves the concurrent goals of providing desirable mixed use redevelopment in the City, while at the same time creating amenities for residents and visitors of the City.

Live creates a state-of-the-art mixed use community with programmed, accessible community amenities at the existing Galleria Mall. The new design will provide opportunities for the public to enter and enjoy the Community Space year-round. The eight acres of Community Space provides opportunities for community groups to have outdoor functions on one of the Welcome Plazas and for individuals to use the space for both active and passive entertainment. With the proposed neighborhood serving retail along the perimeter of the Galleria Mall, and new Sunrise Boulevard restaurants residents will be able to stay on site and “get out of their cars.”

Live Galleria will redevelop the Property for multifamily residential buildings, restaurant, specialty retail and while at the same time creating Community Space in areas such as the The Loop, Sky Garden, Bayview Plaza and Galleria Plaza. These efforts appropriately locate the new buildings and parking structures on the Property; and orient the taller buildings to the North of the Property.

From a design perspective, *Live Galleria* includes buildings which are compact in design and prioritizes pedestrian accessibility and Community Space by providing pedestrian paths around the perimeter of the Property.

The urban planning principles required to achieve these goals are in conflict with some of the ULDR regulations for the Property. The innovative site planning effort that *Live Galleria* proposes are not permitted under its existing zoning designations. The Property is zoned B-1 Boulevard Business and RMH-60. Specifically, there are dimensional and parking requirements in the B-1 and RMH-60 districts that cannot be achieved by the *Live Galleria* site plan. Of specific note, the heights of the residences intentionally exceeds the 150’ dimensional limitation set forth in the ULDR and are intentionally lower than the 150-300 applicable to the southwest portion of the Property’.

If the Property were developed pursuant to the B-1 and RMH-60 zoning, squatter buildings less consistent with southerly adjacent zoning would be proposed. Under such a program, the Property would be encumbered by lower, fatter “towers”. The requirement to develop under these regulations would result in a less pedestrian friendly design, at odds with innovative site design and the best interests of the community.

A development scenario under traditional zoning would reduce the Community Space to a level that would not properly serve the community. Therefore an ID is necessary to achieve the above stated goals.

The ID planning elements shall include the following:

A. Promotion of development that:

(1) demonstrates substantial, significant and recognizable improvements to the neighboring community and city in general;

Live Galleria provides demonstrable and significant benefits to both the neighboring community and the City. First, *Live Galleria* creates a mixed use community at an existing large commercial retail and restaurant property. By introducing residential uses, pedestrian oriented living is provided at a location where service amenities already exist, the community goal of sustainability through walkability is achieved. *Live Galleria* also introduces neighborhood

serving retail which will benefit the immediate residential neighbors, reducing the need to travel by automobile for these services.

Equally important, *Live Galleria* improves the land and rights of way adjacent to the Property, reconstructing the roads inclusive of sidewalks that border the Property on the East, South, and West. This reconstruction will ensure that the roads and pedestrian infrastructure meet current regulations for flood, and at the same time create a walkable sustainable series of travelways. This infrastructure project upgrades the dated drainage system in place and ensures stormwater drainage is handled within the boundaries of the Property.

(2) uses land resources more efficiently through compact building forms, infill development, and street design standards that encourage safety, sustainability, and multi-modal connectivity; and

Live Galleria proposes an innovative method for “Pushing” the intensities of development permitted under the current zoning regulations away from the existing residential district and on to the commercial corridor to appropriately transition from Sunrise Blvd. to the existing neighborhood. While providing this Push of the intensities, *Live Galleria* also proposes to greatly enhance the mall facades, to integrate the mix of uses; and to provide for extensive publicly accessible sustainable community spaces throughout the Property.

Live Galleria creates a walkable mixed use neighborhood center that can reduce driving requirements for existing residential neighborhoods including pedestrian interactive restaurants; new retail spaces; diverse housing opportunities; and integration with the existing mall spaces.

Live Galleria provides superior architectural design, placement and orientation of buildings such that the taller buildings are located the furthest from the existing lower height buildings and homes. Further, the lower height buildings are located to provide a transition from the existing lower height buildings and homes.

Live Galleria creates public facilities and public open spaces including multiple community open spaces; and a public linear park that ties all of the amenities together where the quality and programming of the space is emphasized and exemplary.

(3) promote the best possible environment;

Live Galleria's extensive landscaping and reshaping of the open spaces will provide desirable community spaces including extensive tree canopies, desired native vegetation, incredibly improved aesthetic appearance, and provides opportunities for storm water infiltration.

The extensive network of open spaces and pervious areas will create a comprehensive drainage and storm water management system that filters groundwater and advances the goals of sustainability, groundwater recharge and environmental compatibility.

B. The standards and procedures provided in these district regulations are intended to:

- (1) Promote flexibility of design and permit diversification and integration of uses with a focus on the relationship of proposed buildings to neighboring properties, streets, and public spaces including massing, scale, façade treatment and articulation, with a particular focus on ground floor activity and the appropriate***

placement of pedestrian and vehicular entrances, parking and service that limit pedestrian and vehicular conflicts and create an exceptional urban environment, while concurrently establishing limitations and conditions as deemed necessary to be consistent with the City's Comprehensive Plan and to protect the health, safety and general welfare of the public;

Live Galleria proposes to rebuild and vastly improve the entire public right-of-way ("ROW") and in some cases beyond, along all adjacent street frontages on Sunrise Boulevard, NE 26th Avenue, 9th Street and Middle River Drive. This innovative approach to place-making proposes a balanced and appropriate distribution of building massing, scale, height and programmatic function to achieve an organically compatible neighborhood fabric. As an example, during our extensive community outreach efforts, the various and unique sub-neighborhoods expressed their particular concerns over *Live Galleria's* form and program. Where underlying prescriptive zoning would regulate the maximum building height of 150 feet, potentially creating in-compatible massing relationships with the existing community, *Live Galleria* proposes a distribution of heights that follows a performance driven zoning. This allows *Live Galleria* to place specific buildings of appropriate height within collective sites that are best suited to their specific location.

- (2) *Encourage and enhance neighborhood and community participation at the earliest pre-design opportunity and throughout the review process to minimize discord among the applicant and the affected neighborhood(s) and community; and***

Live Galleria has been working with the local community consistently and for over almost 2 years to ensure that the public, especially the surrounding neighborhoods, has an opportunity to participate in the development of this innovative design project. The community outreach effort has been an extensive process of collaboration with local civic and homeowner associations as well as individual meetings aimed at gathering input, addressing concerns and creating a dialogue over the course of multiple interactions with each area and neighborhood directly or indirectly impacted by the project.

Live Galleria developed a comprehensive and strategic community outreach process that has been underway since fall of 2014. After gathering initial feedback in September 2014, the applicant developed a far-reaching and inclusive approach that has been unprecedented for development projects in Fort Lauderdale. While this program has been a lengthy process, it has resulted in a project that is compatible with the surrounding neighborhood and one in which neighbors can genuinely say they were a part of the development process.

- (3) *assure that adequate attention is given to the review process and the ID limitations, in order to serve the specific purposes set forth herein and ensure that the ID intent and purpose is met and benefits derived are balanced by the benefits to be derived by the neighborhood(s) and community.***

The review process to date, including two Development Review Committee ("DRC") review meetings, and numerous community outreach meetings with neighbors continues to ensure that the ID intent and purpose is considered and achieved.

Section 3. Sec. 47-37A.3 Conditions for ID Rezoning

In addition to the criteria provided in Sec. 47-24.4.D of the ULDR for a rezoning approval, the following conditions shall apply:

- A. Minimum area for an ID zoning district. The minimum land area required for an application to an ID district shall be two (2) acres, with the exception of land designated as Regional Activity Center which shall be a minimum of one-half (½) acre.***

The *Live Galleria* site is 35.4 acres.

- B. Consistency with the goals and objectives of plans adopted for the City's Regional Activity Centers. For properties located in the City's Regional Activity Centers, the proposed development shall be consistent with the principles and guidelines of the respective existing and future master plans.***

The *Live Galleria* site is not located in a RAC district.

- C. Configuration of the ID zoning district. The tracts of land which comprise the ID zoning district shall be abutting, with the exception of intervening minor streets or alleys.***

The *Live Galleria* site complies with this requirement.

- D. Entire tract under unified control. An applicant must be the owner or owner's agent of the property with fee simple title.***

The entirety of the *Live Galleria* site is under unified control.

Section 47-24.4.D- Rezoning Criteria

D. Criteria. An application for a rezoning shall be reviewed for compliance with Section 47-25, Development Review Criteria. In addition, an application for a rezoning shall be reviewed in accordance with the following criteria:

- 1. The zoning district proposed is consistent with the city's comprehensive plan.***

Live Galleria is being rezoned to an ID (Innovative Development) district. Rezoning to the proposed district is consistent with the City of Fort Lauderdale's Comprehensive Plan. See Section 13 herein for analysis.

- 2. Substantial changes in the character of development in or near the area under consideration supports the proposed rezoning.***

As available developable land diminishes within Broward County, there has been a push to create more efficient and sustainable development eastward where municipal facilities are

already established. *Live Galleria* proposes to create an innovative mixed use community which takes advantage of existing facilities while preserving and enhancing the existing on-site commercial development. *Live Galleria* will utilize its proximity to local amenities including George English Park, Fort Lauderdale Beach and downtown to create a community which is vibrant, efficient, sustainable, walkable, and promotes multi-modal forms of transportation. The proposed rezoning to the Innovative Development district does not introduce new uses, but instead permits innovative development strategies to address the ever changing economics for commercial shopping centers and to establish a live, work, destination at the Galleria.

3. The character of the area proposed is suitable for the uses permitted in the proposed zoning district and is compatible with surrounding districts and uses.

The Galleria Mall is an existing regional high-end shopping center with over 1 Million sq. ft. of retail and restaurant uses located in the B-1 zoning category. The Galleria Mall is located on over 35 acres of land, with over 10 acres dedicated to surface parking. The surrounding area of *Live Galleria* is a mix of high and low rise residential and low to mid-rise commercial. The proposed uses which include commercial (retail restaurant, banking and wellness) and residential (including a 55+ community/building) are compatible with the surround districts and supported by the City's Comprehensive Plan as referenced herein. The proposed residential densities are much less than permitted by zoning and the comprehensive plan. The residential densities are strategically located on the site, with higher densities along the major corridor (Sunrise Boulevard) and tapering down in height and density as the project gets closer to the residential neighborhood to the south. The proposed rezoning to allow mixed use development will create a community which will support and enhance the existing and proposed commercial establishments at the Galleria.

Section 4. Sec. 47-37.4 - Uses permitted.

The uses permitted within the ID district shall be established at the time of rezoning to ID and shall be consistent with the city's comprehensive plan.

The proposed uses are all consistent with the City's Comprehensive Plan.

Section 5. Sec. 47-34A.5 – Community Outreach

Compliance with City of Fort Lauderdale Code

The Galleria development team has complied with all city ordinances regarding public participation for innovative design projects.

Innovative Design Ordinance Requirements

The City of Fort Lauderdale code outlines the following requirements for Innovative Design projects in ULDR Section 47-37A.5.

Prior to the filing of an application, the applicant shall provide an opportunity for input from the property owners of the community as follows:

- A. *Notice.* Such notice shall clearly state that the purpose of the meeting is to introduce the proposed development concept for initial public input.

- B. *Procedure.* At such public meeting, the intended applicant shall introduce the development concept, including a written executive summary explaining in general how the proposed development meets the required conditions and criteria for ID pursuant to ULDR. After such presentation, members of the public shall be given an opportunity to comment.

ID Ordinance Compliance

Live Galleria is compliant with the ID public participation requirements. Prior to submitting an application, *Live Galleria* hosted its initial public meeting on Monday, September 8th and has continued project presentations as summarized in the Community Outreach document.

- A. *Notice.*

Live Galleria mailed an invitation to the surrounding neighborhoods informing them of the initial public meeting on Monday, September 8, 2014. The invitation identified that the purpose of the meeting was to gather community input about the project. Subsequent meetings have been coordinated and include presentations at neighboring association general membership and board meetings.

- B. *Procedure.*

At the initial public meeting, *Live Galleria* presented the development concept to the community and provided a written executive summary. The meetings include question and answer periods at the end of the presentation as well as an opportunity to for attendees to submit written comments. Additionally, the initial presentation was posted on the Galleria Mall website for so that the public could download the information. Subsequent information on the project including traffic studies have been posted on the website.

Section 6. Sec. 47-37A.6 Application Requirements

47-37A.6.A.1 - Describe the general design concept for the ID including, but not limited to, the proposed site design, how it integrates and relates to the proposed uses, context and existing development in the surrounding community.

The design concept's goal is to achieve a sustainable, compatible, and complete neighborhood around the Galleria Mall. This is accomplished through multiple innovative strategies described herein.

Live Galleria is a vision to transform the existing surface interface between the Galleria shopping center and the surrounding residential neighborhoods into a complete and walkable community. This idea envisions the creation of complete and active neighborhood streetscapes, appropriately scaled street frontages with all actively lined program uses. The Innovative Development approach was selected to achieve this vision where not possible by strictly following the underlying B-1 and RMH-60 zoning regulations.

Currently more than 88% of the site is either building pad or un-improved public areas including parking lots and loading bays. Our vision of *Live Galleria* will make the Galleria the central link of the community that stitches all the various surrounding neighborhood clusters together through enhanced people friendly green public spaces.

Live Galleria proposes to rebuild and vastly improve the entire public right-of-way (“ROW”) and in some cases beyond, along all adjacent street frontages on Sunrise Boulevard, NE 26th Avenue, 9th Street and Middle River Drive. This innovative approach to place-making proposes a balanced and appropriate distribution of building massing, scale, height and programmatic function to achieve an organically compatible neighborhood fabric. As an example, during our extensive community outreach efforts, the various and unique sub-neighborhoods expressed their particular concerns over *Live Galleria*’s form and program. Where underlying prescriptive zoning would regulate the maximum building height of 150 feet, potentially creating incompatible massing relationships with the existing community, *Live Galleria* proposes a distribution of heights that follows a performance driven zoning. This allows *Live Galleria* to place specific buildings of appropriate height within collective sites that are best suited to their specific location.

The proposed plan seeks to develop market rate and senior lifestyle rental apartments, for-sale condominiums and neighborhood serving retail facilities. Sustainable development hinges on the benefits of building denser developments that repurpose underutilized land (as found in the surrounding mall surface parking lots) with access to existing infrastructure.

The proposed plan distributes the density over seven specific sites, all located on existing surface parking lots or loading zones that are exposed to the existing public realm. The individual site development’s scale, building heights and density have been carefully planned to support a physically compatible community from both the urban and pedestrian realm vantage points.

To balance *Live Galleria*’s program, mass, and community compatibility the rigorous and inclusive planning studies were conducted over several months with each community organization in the Galleria’s vicinity. See Sheet A07-04 Compatibility Studies – Neighborhood Buffers.

Distinct Neighborhood Adjacencies

The Distinct Neighborhood Adjacencies diagram in the plan set illustrates the two layers of community interface *Live Galleria* addresses.

The primary neighborhoods near the Galleria, now and in the future, are the 9th Street Corridor, Sunrise Intracoastal, the Intracoastal Drive areas and Coral Ridge.

The peripheral neighborhoods are buffered by natural separations such as Sunrise Boulevard and the Intracoastal Waterway. These communities are evaluated for issues regarding mobility and access versus regarding building heights, program and architecture.

Existing Buffer Zones

The Existing Buffer Zones diagram found at in the Site Plan illustrates the existing and proposed buffer zones, incorporating both the City of Fort Lauderdale and nationally recognized strategies for addressing scale diversity in the built environment.

Live Galleria will promote and enhance the separation and buffering of the adjacent neighbors from the large scale, commercial corridor of Sunrise Boulevard.

Between these two very different neighborhood scales and intensities of use are:

1. The Galleria mall itself, a one million square foot commercial shopping center;
2. The newly proposed series of liner buildings which put a front door to the east, south and west sides of the Galleria mall. These new street facades create compatibility in scale and program use and screen the existing parking lots, loading facilities and exposed parking areas under the mall. These are very unattractive existing conditions and detract from a sense of neighborhood continuity and walkability; and
3. The newly re-invented public realms within and beyond the NE 26th Avenue, 9th Street, and Middle River Drive ROW.

Together these “layers” of buffer zones create a very effective transition of height, scale, and uses between Sunrise Boulevard and its immediate community. Through careful consideration and diligent community engagement, the design creates a balanced solution that has a net positive impact and creates a more compatible connection between the mall and the community residents.

9th Street Corridor Analysis

The 9th Street Corridor Analysis diagram and photos in the plan set illustrate the improvements to the 9th Street public ROW and consideration to building height and scale on development sites S2 through S5. Before and after images illustrate the vast improvements that *Live Galleria* will have on the walkability and continuity of “fabric” with the addition of these new liner buildings. See Sheet A07-5 Compatibility Analysis- Neighborhood Buffers.

Intracoastal Drive

The images on Sheet A07-5 Compatibility Analysis- Neighborhood Buffers illustrate part of the engagement process, identifying that the issues related to the Corinthian are more immediate due to distance and scale in this mid-rise neighborhood than, for example, the Sunrise Intracoastal neighbors.

The proposed scheme illustrated here is contrasted by ***allowable*** (not as-of-right) massing possibilities. These images clearly show the benefits of providing a taller structure positioned further away and allowing more access to light, air and views to the Corinthian. This massing mitigates building shadowing and also provides positive views to more than 1.5 acres of elevated park and pool terraces.

Sunrise Intracoastal

The photos and images on Sheet A07-5 Compatibility Analysis- Neighborhood Buffers illustrate the revised design solutions with less visual impacts on the community.

47-37A.6.A.2 - Describe the innovative design aspects of the proposed ID.

By implementing a performance based zoning strategy rather than prescriptive regulations for height and setbacks, the proposed design solution allows a compatible neighborhood to be achieved while still providing the necessary scale and densities required to construct the dramatic public improvements in the surrounding street rights of way. This attitude in building height distribution provides perfectly compatible relationships on all public interfaces regarding

podium heights and building forms. It places lower structures where they make more sense and taller structures along Sunrise Boulevard. Sunrise Boulevard is a 250 foot clear corridor that can support the largest and most intensive of all developments in the greater Galleria and Fort Lauderdale areas.

Sustainable Community Building

Live Galleria is seeking LEED ND. While the specific attributes and strategies to achieve sustainable development are identified in the Sustainable Design portion of this narrative, the holistic approach to environmentally responsible development is a truly an innovative approach.

The re-purposing of underutilized land found in the surrounding surface parking lots is one of the land-use strategies adopted to promote smart development patterns. This includes future development to be placed on major corridors and existing nodes, rather than on virgin or undeveloped areas. This strategy also avoids demolition of existing structures to make way for new structures.

Coastal Flooding

Another innovative approach in holistic neighborhood development is the ability to creatively address the future of coastal flooding mitigation in South Florida. While individual development parcels can only raise their respective grade elevations to meet current and future FEMA guidelines, the nature of the reconstruction of the public right of way allows grading to occur in the street as well as at the site. This allows a more natural and less perceptible transition from street and sidewalk to finished floor within buildings in the FEMA designated zones. By contrast the conventional development patterns would result in ramps, steps and bulkhead conditions at the otherwise pedestrian friendly interface with the built environment.

47-37A.6.A.3 - Identify those aspects of the ID that are not in compliance with the current zoning requirements, and explain why the proposal presents a better overall project describing said benefits, and proposed ID's innovative characteristics.

The proposed development has underlying zoning that allows 150 feet in the B-1 zoning district and up to 300 feet in the RMH-60 lots. Extensive investigations were conducted during the community engagement process to identify the best and highest use for the proposed sites, including program, density and height distribution. While sites S1, S6 and S7 are requesting additional building height, in the final analysis the balance of height was positioned in the most appropriate locations along Sunrise Boulevard. Sunrise Boulevard has a building separation of 250 feet and is ***the largest commercial corridor in the area***. Extensive study in proper buffering to maintain and enhance the neighborhood compatibility was conducted. View studies from various neighborhoods and specific buildings, such as the Corinthian, were developed to not only inform the building heights but building orientation and form. Please reference the Drawings, A0-7 series that identifies the design studies and process. The figure ground diagrams located on sheet A0-7.2 illustrates the potential distribution of 150 foot building heights compared to the requested minimal massing that breaks the 150 foot height threshold. Thin, properly oriented and located towers have much less negative impact on the surround neighborhood and provide more access to light, air and views for those most immediate structures.

Landscape Coverage

The zoning designated RMH-60, a 4+/- acre portion of the overall 35.4 ac development site requires 35% landscape (living material) which would be 61,899 gsf. While the proposal provides 31,365 sf of landscape compliant areas on the RMH-60 lots, the overall design provides substantially more landscape areas, totaling more than 179,000 gsf of landscape areas.

Building Height

The table below provides a comparison of *Live Galleria* to the RMH-60 and the B-1 zoning district requirements:

	<u>RMH-60</u>	<u>B-1</u>	<u>Proposed</u>
Lot Size (Acreage)	Min. 5,000 sf	None	35.4 acres
Lot Density:	Max. 60 DU/Acre	N/A	28.06 DU/Acre
Setbacks:			
Front(N):	25'	5'	Live 1 = 5' Live 2 = N/A Live 3 = N/A Live 4 = 25' Live 5 = 20'-8" Live 6 = 30' Live 7 = 45'
Rear(S):	20'	0'	Live 1 = N/A Live 2 = 20' Live 3 = 24' Live 4 = 25' Live 5 = 25'
Side(E):	10'	0'	Live 1 = N/A Live 2 = 23' Live 3 = 45'-0" Live 4 = 78' Live 5 = 31'-44' Live 6 = 23' Live 7 = 15'-5"
Side(W):	10'	0'	Live 1 = 5'- 9" Live 2 = N/A Live 3 = 40' Live 4 = N/A Live 5 = 35' Live 6 = 15' Live 7 = 14'
Height:	150' (300' as Conditional Use permit)	150'	Live 1 = 285' Live 2 = 144' Live 3 = 92'-8" Live 4 = 71' Live 5 = 114'-10" Live 6 = 238' Live 7 = 288' - 8"

b. Context Plan: Provided in the plan Set

c. **Number and Type of Dwelling Units: See Site Data Table**

d. **Adequacy Requirements: See Section 10**

e. **Phasing:**

The new residential building construction over three phases will provide:

Phase 1:

-Live 1 – 438 luxury rental apartments

Phase 2:

-Live 2 - 200 condominiums & 6 townhomes

-Live 3 – 101 luxury senior living apartments

-Live 4 – 80 luxury senior living apartments

Phase 3:

-Live 5 – 159 apartments & 8 townhomes

-Live 6 – 167 condominiums

-Live 7 – 105 condominiums

f. **Aerial Oblique Perspectives: See Plan Set.**

Section 7. Section 47-37A.7 Performance Standards for Permitted Uses

A. *The permitted principal and accessory uses, height, bulk, shadow, open space, yards, setbacks, separation between buildings, floor area ratio, density, design concept and standards, signs, landscaping, parking bufferyards, fences and all other development standards for the ID shall be as established by ordinance approving an ID based on the criteria provided in this Section 47-37A.*

So noted.

B. *Parking. Off-street parking requirements provided in Section 47-20.2, may be reduced for any use proposed in the ID subject to the criteria provided in Section 47-20.3.A.5, Reductions and Exemptions criteria. All parking reductions to be granted must be based on an identifiable plan to mitigate all negative impacts which may be associated with such reduction. Parking requirements shall be project-driven and may be reduced proportionally to the degree that shared uses, pedestrian connections, and other modes of transportation provide alternatives to vehicular trips.*

See Shared Parking Analysis as Exhibit to Sweetapple Amended Traffic Study provided to the City.

C. *Areas proposed for common ownership shall be subject to the required unified control document to be recorded in the public records of Broward County.*

So noted.

D. *Development agreement shall provide for maintenance and other issues with bond assurances.*

Development Agreements will be provided.

Section 8. Section 47-37A.8 ID Criteria

In addition to the criteria outlined herein, the following additional development criteria shall apply:

- A. Land uses within the development shall be appropriate in their proposed location, compatible with their relationship to each other, and with uses and activities on abutting and nearby properties; and***

The Galleria Mall is an existing regional high-end shopping center with over 1 Million sq. ft. of retail and restaurant uses located in the B-1 zoning category. The Galleria Mall is located on over 35 acres of land, with over 10 acres dedicated to surface parking. The surrounding area of *Live Galleria* is a mix of high and low rise residential and low to mid-rise commercial. The proposed uses which include commercial (retail restaurant, banking and wellness) and residential (including a 55+ community/building) are compatible with the surround districts and supported by the City's Comprehensive Plan as referenced herein. The proposed residential densities are much less than permitted by zoning and the comprehensive plan. The residential densities are strategically located at the site, with higher densities along the major corridor (Sunrise Boulevard) and tapering down in height and density as the project gets closer to the residential neighborhood to the south. The proposed rezoning to allow mixed use development will create a community which will support and enhance the existing and proposed commercial establishments at the Galleria. All the streets that are currently lined with surface parking lots will become complete streets with enhance pedestrian amenities and lined with residential units and community retail.

- B. While a mix of uses is encouraged, uses that create an inherent negative impact, such as excessive noise, odors, pollution, dust, or similar effects on adjacent uses shall be avoided. Generally, residential, office, hotel, restaurant, retail and other community-serving uses provide opportunities for successful combinations that help to create a vibrant and dynamic living environment with a variety of destinations offering goods and services in close proximity; and***

Live Galleria will provide a true mixed use residential community, with a variety of residential options and a broad range of retail and service uses. *Live Galleria* will create a vibrant and dynamic environment for living, working and entertaining in Fort Lauderdale.

- C. Where a proposed use is of larger scale and mass than existing adjacent uses, the design of the structure shall place significant consideration to transition, architectural articulation, superior lining with habitable space and screening of parking garage structures; effective transition between higher and lower density uses; or allow incompatible adjacent land uses to be developed in a manner that is not possible using a conventional zoning approach; and***

Live Galleria proposes a mixed use urban village with an appropriate distribution of scale throughout the 35.4 acre project site and with excellent architecture to compliment the suburban scale of the existing shopping center. The existing Galleria is a 1 million s.f. shopping center located on a 43 gross acre site, with underlying zoning of B-1 along Sunrise Boulevard and also including the intense residential zoning of RMH-60 along a section of NE 9th street.

The overall design concept is to create a walkable urban experience along all streets adjacent to and within the Property. The scale along the various streets differs in the distinct character areas of the site. Along NE 9th street there is an existing scale of 2 and 3 story buildings, with one residential building that is 6 floors in height. However there is no continuity of buildings, as the mall properties are surface parking lots along 9th Street. *Live Galleria* will reinforce the mid-rise scale along NE 9th Street with new residential buildings and an appropriate scale of 3 to 4 floors in height. *Live Galleria* will also include walk-up residential units along 9th Street which also helps reinforce the residential and walkable character of the street.

Along Sunrise Boulevard, *Live Galleria* will have a more exciting and urban scale. The Sunrise Boulevard right of way is 250 feet in width, one of the widest in Fort Lauderdale, and provides an opportunity for large buildings and a more urban scale. Please see in particular the design set for examples of the improved pedestrian and architectural environmental along Sunrise Boulevard. The relocation of density to Sunrise Boulevard creates an appropriate separation from the Sunrise Intracoastal single family neighborhood and offers NE 9th Street as a period of transition from a commercial zone to residential neighborhood.

D. Street sections shall provide ample pedestrian access with continuous sidewalks and shade tree canopy balancing parking requirements with other mobility options and promote shared access between properties and uses; and

Live Galleria includes extensive enhancements and improvements to the public realm, with a particular emphasis on the pedestrian environment. *Live Galleria* proposes a system of complete streets surrounding the project area, with pedestrian, transit and roadway improvements along NE 9th Street, NE 26th Avenue, Bayview Drive and Middle River Drive. In addition, *Live Galleria* includes a pedestrian promenade and extensive streetscape improvements along Sunrise Boulevard adjacent to the existing Galleria. Finally, *Live Galleria* also provides enhanced mobility options by creating bike lanes and adding transit facilities throughout the 42 acre campus.

E. Street and alley vacations shall not be considered unless the applicant demonstrates no decrease to the pedestrian and functional connectivity previously provided and increases options for pedestrian and/or multimodal connectivity.

Live Galleria includes no proposed street or alley vacations.

Section 9. Sec. 47-37A.9. - ID public improvement examples.

Live Galleria meets or exceeds all of the examples set forth in the ID ordinance for public improvements.

Live Galleria creates a walkable mixed use neighborhood center that can reduce driving requirements for existing residential neighborhoods including pedestrian interactive restaurants; new retail spaces; diverse housing opportunities; and integration with the existing mall spaces.

Live Galleria provides superior architectural design, placement and orientation of buildings such that the taller buildings are located the furthest from the existing lower height buildings and homes. Further, the lower height buildings are located to provide a transition from the existing lower height buildings and homes.

Live Galleria creates public facilities and public open spaces including multiple community open spaces; and a public linear park that ties all of the amenities together where the quality and programming of the space is emphasized and exemplary.

The extensive landscaping and reshaping of the open spaces will provide desirable community spaces including extensive tree canopies, desired native vegetation, incredibly improved aesthetic appearance, and provides opportunities for storm water infiltration.

The extensive network of open spaces and pervious areas will create a comprehensive drainage and storm water management system that filters groundwater and advances the goals of sustainability, groundwater recharge and environmental compatibility.

The *Live Galleria* proposal plan set outlines all of the multiple applications of multiple design and development tools to provide for exemplary and heretofore not seen public improvements on a large scale implementation.

Section 10. 47-25.2 Adequacy and 47-25.3 Neighborhood Compatibility

A. The adequacy requirements are discussed in the following point-by-point narrative.

Sec. 47-25.2. - Adequacy requirements.

A. Applicability. The adequacy requirements set forth herein shall be used by the city to evaluate the demand created on public services and facilities created by a proposed development permit.

Acknowledged.

B. Communications network. Buildings and structures shall not interfere with the city's communication network. Developments shall be modified to accommodate the needs of the city's communication network, to eliminate any interference a development would create or otherwise accommodate the needs of the city's communication network within the development proposal.

At this time, the Applicant is not aware of any interference with the City's communication network. If interference is identified, the applicant shall work with the City to eliminate the interference.

- C. *Drainage facilities. Adequacy of stormwater management facilities shall be evaluated based upon the adopted level of service requiring the retention of the first inch of runoff from the entire site or two and one-half (2½) inches of runoff from the impervious surface whichever is greater.***

The Galleria site is presently a part of an existing South Florida Water Management District master permit for the entire Galleria Mall and the surrounding streets and adjacent developments encompassing 65.7 acres. The SFWMD Surface Water Management Permit No. 06-00256-S, was issued August 16, 1979. The permit includes 4 outfalls off site into tidal waters, which are restricted to 80. CFS for the design discharge. The existing system attenuates water quality through the use of green areas in the parking lots. The project proposes through innovative design, to reduce the quantity of stormwater runoff that reaches the tidal waters, through the use of drainage wells. The wells will return the stormwater to the groundwater system where it will benefit the barrier for saltwater intrusion. The Project will also enhance water quality by greatly reducing the number of at-grade parking spaces and driveways. The existing at grade parking lots, will be relocated into parking garages, where the parking decks will not be subject to stormwater runoff carrying oils and greases to the Project outfalls. A mix of Best Management Practices (BMPs) are planned for this stormwater system including Bio "Green" Swales, exfiltration trench and swirl concentrators. These BMPs will enhance the water quality aspects of the water management system. See "L Stormwater" below for additional information on Drainage.

D. *Environmentally sensitive lands.*

- 1. *In addition to a finding of adequacy, a development shall be reviewed pursuant to applicable federal, state, regional and local environmental regulations. Specifically, an application for development shall be reviewed in accordance with the following Broward County Ordinances which address environmentally sensitive lands and wellfield protection which ordinances are incorporated herein by reference:***
 - a. *Broward County Ordinance No. 89-6.***
 - b. *Section 5-198(I), Chapter 5, Article IX of the Broward County Code of Ordinances.***
 - c. *Broward County Ordinance No. 84-60.***
- 2. *The applicant must demonstrate that impacts of the proposed development to environmentally sensitive lands will be mitigated.***

The site is currently developed as a shopping mall and open parking lots. There are no environmentally sensitive lands located on the property.

- E. *Fire protection. Fire protection service shall be adequate to protect people and property in the proposed development. Adequate water supply, fire hydrants, fire apparatus and facilities shall be provided in accordance with the Florida Building Code, South Florida Fire Code and other accepted applicable fire and safety standards.***

Acknowledged.

F. Parks and open space.

- 1. The manner and amount of providing park and open space is as provided in Section 47-38A, Park Impact Fees, of the ULDR.**
- 2. No building permit shall be issued until the park impact fee required by Section 47-38A of the ULDR has been paid in full by the applicant.**

The current estimate of Parks and Recreation Impact fees is \$4,283,125.00. The applicant looks forward to discussing possible improvements to the City's Parks and Recreation system. With the number of requested flex units being reduced, the Parks and Recreation Impact fee will be reduced accordingly.

G. Police protection. Police protection service shall be adequate to protect people and property in the proposed development. The development shall provide improvements which are consistent with Crime Prevention Through Environmental Design (CPTED) to minimize the risk to public safety and assure adequate police protection.

The existing mall has a private security company which handles the mall and parking areas. The new proposed buildings will take into consideration. CPTED principles during the design process.

H. Potable water.

- 1. Adequate potable water service shall be provided for the needs of the proposed development. The proposed development shall be designed to provide adequate areas and easements which may be needed for the installation and maintenance of potable water systems in accordance with city engineering standards, the Florida Building Code, and applicable health and environmental regulations. The existing water treatment facilities and systems shall have sufficient capacity to provide for the needs of the proposed development and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which potable water treatment capacity has been reserved. Capital expansion charges for water and sewer facilities shall be paid by the developer in accordance with Resolution 85-265, as it is amended from time to time. Improvements to the potable water service and system shall be made in accordance with city engineering standards and other accepted applicable engineering standards.**
- 2. Potable water facilities.**
 - a. If the system is tied into the city treatment facility, the available capacity shall be determined by subtracting committed capacity and present flow from design capacity. If there is available capacity, the city shall determine the impact of the proposed development utilizing Table 3, Water and Wastewater, on file with the department.**

- b. If there is adequate capacity available in the city treatment plant to serve the proposed development, the city shall reserve the necessary capacity to serve the development.**
- c. Where the county is the projected service provider, a similar written assurance will be required.**

Live Galleria is committed to compliance with the City's standards. The design of the water service system shall be in accordance with the City's requirements as noted above and in accordance with the Florida Building Code, and American Water Works Association (AWWA) Standards and Manuals of Water Supply Practices. The domestic and the fire demands for the facilities will be coordinated with the City to verify the design of all components of the domestic and fire protection supply systems. Design of a water distribution system requires both domestic and fire flow demands be considered concurrently. Existing water pipes in conflict with proposed building structures will be relocated as a part of this Project.

An Existing System Capacity Analysis will be performed including, a flow tests, to verify the capability of the existing water supply system to meet the proposed domestic and fire protection system needs of the proposed development.

The additional flow anticipated for the proposed development is approximately 1,300. ERU's. This is equivalent to an Average Daily Flow of approximately 390,000 Gallons per day. A meeting was held with the City Utility Department on February 2, 2015 to review the additional flows and the capacity of the City's system. The purpose of the meeting was to see if the water and sanitary sewer capacity is available for the Project and to determine the anticipated project improvements. We discussed Water Plant capacity availability and addressed the required improvements, necessary to the water system network, for this project. It was discussed that the addition of 10" water main on NE 9th St west of Bayview, connecting to the existing water mains at Bayview Drive and on Middle River Drive would be sufficient for the anticipated water main improvements. This pipe would replace an 8" water main on the Galleria site, in an existing easement, that runs from Bayview Drive to Middle River Drive, approximately 100. Feet north of NE 9th St.

Connections to the existing City water mains and Building Service Lines have been indicated on the drawings. Design of the connections to the water distribution system will included the meter assemblies and the necessary backflow-preventing devices. Fire protection system will be considered as that part of the distribution system, supplying fire hydrants and building fire suppression systems.

Hydrants and valves shall conform to City, AWWA C500 and NFPA requirements. The maximum amount of flow that can be permitted will be determined.

Meter assembly shall meet the requirements of the City.

I. Sanitary sewer.

- 1. If the system is tied into the city treatment facility, the available capacity shall be determined by subtracting committed capacity and present flow from the design capacity. If there is available capacity, the city shall determine the impact of the proposed development utilizing Table 3, Water and Wastewater, on file with the department.**

2. ***If there is adequate capacity available in the city treatment plant to serve the proposed development, the city shall reserve the necessary capacity to serve the proposed development.***
3. ***Where the county is the projected service provider, a written assurance will be required.***
4. ***Where septic tanks will be utilized, the applicant shall secure and submit to the city a certificate from the Broward County Health Unit that certifies that the site is or can be made suitable for an on-site sewage disposal system for the proposed use.***

Live Galleria is planned to connect to the existing City Facilities. *Live Galleria* is committed to compliance with the City's standards. The design of the sanitary service system shall be in accordance with the City's requirements as noted above and in accordance with the Florida Building Code, and applicable State and Federal Standards. The sanitary sewerage flow demands for the facilities, will be coordinated with the City to verify the design of all components of the sanitary systems. Existing sanitary pipes in conflict with proposed building structures will be relocated as a part of this Project.

An Existing System Capacity Analysis will be performed including analysis of the City sanitary pumping system capacity and treatment plant capacity, to verify the capability of the existing sanitary system meet the needs of the proposed development. Any upgrades required for the proposed development will be incorporated as a part of this development.

The additional flow anticipated for the proposed development is approximately 1,300 ERU's. This is equivalent to an Average Daily Flow of approximately 390,000 Gallons per day. A meeting was held with the City Utility Department on February 2, 2015 to review the additional flows and the capacity of the City's system. The purpose of the meeting was to see if the water and sanitary sewer capacity is available for the Project and to determine the anticipated project improvements. We discussed Sewer Plant capacity availability and addressed the required improvements, necessary to the sanitary sewer system network, for this project. The points of connection for all the new buildings were discussed and the method of handling the added flow to the sanitary system was the addition of a Sanitary sewer pump station located in the vicinity of the intersection of NE 9th St and NE 26th Av. This lift station is presently proposed in the new 15. Foot wide median in NE 9th St, approximately 110. Feet west of NE 26th Av. This station will connect to the existing 18" force main that runs the entire length of NE 9th St. This new lift station would take a portion of the flows from the single family residential neighborhood to the south, the flows from all of the development east of NE 26th Av, a portion of the existing Galleria, and the two new buildings S1 and S2. By constructing a new lift station at this location the capacity will be freed up in the downstream sewers and pump station to handle the sanitary flow from the remainder of the new buildings, S3 – S8.

- J. ***Schools. For all development including residential units, the applicant shall be required to mitigate the impact of such development on public school facilities in accordance with the Broward County Land Development Code or section 47-38C. Educational Mitigation, as applicable and shall provide documentation to the city that such education mitigation requirement has been satisfied.***

Acknowledged. The applicant has received a statement from Broward County School Board regarding student generation and has provided to City.

K. Solid waste.

- 1. Adequate solid waste collection facilities and service shall be obtained by the applicant in connection with the proposed development and evidence shall be provided to the city demonstrating that all solid waste will be disposed of in a manner that complies with all governmental requirements.**
- 2. Solid waste facilities. Where the city provides solid waste collection service and adequate service can be provided, an adequacy finding shall be issued. Where there is another service provider, a written assurance will be required. The impacts of the proposed development will be determined based on Table 4, Solid Waste, on file with the department.**

The applicant currently contracts with Republic Services for solid waste facilities and anticipates continuing its contract with Republic Services for future phases of development.

L. Stormwater. Adequate stormwater facilities and systems shall be provided so that the removal of stormwater will not adversely affect adjacent streets and properties or the public stormwater facilities and systems in accordance with the Florida Building Code, city engineering standards and other accepted applicable engineering standards.

Live Galleria is committed to compliance with the City's standards. This project will connect to the existing storm sewer system as shown on the plans. Additional stormwater, water quality practices (BMP's), will be implemented as a part of this project. Existing grade level parking will be replaced with covered parking. The roof drainage from the proposed buildings will be transmitted to drainage wells where it will benefit the barrier for salt water intrusion. This will reduce the runoff from the existing grade level parking from discharging in to the surrounding tidal surface waters. Bio "Green" Swales exfiltration trench and swirl concentrators are all BMP's that are expected to be implemented for water quality purposes in the design of the water management system. Connections to building roof or area drain lines shall be designed and constructed in accordance with the Florida Building Code.

The storm sewer system shall be designed in accordance with South Florida Water Management District, Broward County, City and Florida Building Code criteria. The first floor elevation and building openings will be designed to comply with the FEMA regulations and the City ordinance which requires that structures be placed at least One foot above the FEMA 100-year return frequency flood elevation. No buildings shall be placed over existing storm sewer pipes. Any existing lines that require relocation will be relocated as a part of this project. The storm sewer system will be designed for conveyance of storm water runoff from areas within the site and any off-site areas that currently drain through the existing system. The system will be designed to limit developed site runoff to historic flow rates.

Any off-site drainage areas that will contribute to the site drainage system shall be confirmed. This drainage shall be diverted around or through the site and outlet downstream of the on-site drainage discharge outlet point.

The drainage system will collect and convey design flows to infiltration areas, swales, detention areas, inlets, channels and grates. Flow capacity and overflow provisions will be implemented to prevent flooding of buildings and primary roadways. Site contours and drainage features will be designed to ensure reasonable runoff volumes and travel times into individual catch basins and swales. Storm sewers shall be sized to meet all applicable criteria.

Federal, State and local regulations regarding the design of storm-water management systems shall be considered the minimum design criteria and should apply. Additionally the Project will be designed to minimize the impacts of construction activities on the drainage system by prevent loss of soils by water and wind erosion. An NPDES SWPPP will be prepared and implemented in accordance with the Florida Department of Environmental Protection criteria. Low Impact Development (LID) strategies will be used in this project. LID is a storm water management strategy concerned with maintaining or restoring the natural hydrologic functions of a site.

The project will coordinate and provide free-draining outlets into the storm sewer system for roof drains.

M. *Transportation facilities.*

- 1. *The capacity for transportation facilities shall be evaluated based on Table 1, Generalized Daily Level of Service Maximum Volumes, on file with the department. If a development is within a compact deferral area, the available traffic capacity shall be determined in accordance with Table 2, Flowchart, on file with the department.***
- 2. *Regional transportation network. The regional transportation network shall have the adequate capacity, and safe and efficient traffic circulation to serve the proposed development. Adequate capacity and safe and efficient traffic circulation shall be determined by using existing and site-specific traffic studies, the adopted traffic elements of the city and the county comprehensive plans, and accepted applicable traffic engineering standards. Site-specific traffic studies may be required to be made and paid for by the applicant when the city determines such a study is needed in order to evaluate the impacts of the proposed development on proposed or existing roadways as provided for in subsection M.4. An applicant may submit such a study to the city which will be considered by the DRC in its review. Roadway improvements needed to upgrade the regional transportation network shall be made in accordance with the city, the county, and Florida Department of Transportation traffic engineering standards and plans as applicable.***
- 3. *Local streets. Local streets shall have adequate capacity, safe and efficient traffic circulation, and appropriate functional classification to serve the proposed development. Adequate capacity and safe and efficient traffic circulation shall be determined by using existing and site-specific traffic studies, the city's comprehensive plan and accepted applicable traffic engineering standards. Site-specific traffic studies may be required to be made and paid for by the applicant when the city determines such a study is required in order to evaluate the impact of the proposed development on proposed or existing roadways as provided for in subsection M.4. An***

applicant may submit to the city such a study to be considered as part of the DRC review. Street improvements needed to upgrade the capacity or comply with the functional classification of local streets shall be made in accordance with the city engineering standards and acceptable applicable traffic engineering standards. Local streets are those streets that are not classified as federal, state or county roadways on the functional classification map adopted by the State of Florida.

4. Traffic impact studies.

- a. When the proposed development may generate over one thousand (1,000) daily trips; or**
- b. When the daily trip generation is less than one thousand (1,000) trips; and (1) when more than twenty percent (20%) of the total daily trips are anticipated to arrive or depart, or both, within one-half (½) hour; or (2) when the proposed use creates varying trip generation each day, but has the potential to place more than twenty percent (20%) of its maximum twenty-four (24) hour trip generation onto the adjacent transportation system within a one-half (½) hour period; the applicant shall submit to the city a traffic impact analysis prepared by the county or a registered Florida engineer experienced in trafficways impact analysis which shall:**
 - i. Provide an estimate of the number of average and peak hour trips per day generated and directions or routes of travel for all trips with an external end.**
 - ii. Estimate how traffic from the proposed development will change traffic volumes, levels of service, and circulation on the existing and programmed trafficways.**
 - iii. If traffic generated by the proposed development requires any modification of existing or programmed components of the regional or local trafficways, define what city, county or state agencies have programmed the necessary construction and how this programming relates to the proposed development.**
 - iv. A further detailed analysis and any other information that the review committee considers relevant.**
 - v. The traffic impact study may be reviewed by an independent licensed professional engineer contracted by the city to determine whether it adequately addresses the impact and the study supports its conclusions. The cost of review by city's consultant shall be reimbursed to the city by the applicant.**
 - vi. When this subsection M.4.b. applies, the traffic study shall include an analysis of how the peak loading will affect the transportation system including, if necessary, an operational**

plan showing how the peak trips will be controlled and managed.

A full traffic analysis of the project has been prepared by Cathy Sweetapple and Associates, Inc. See the Traffic Study and excerpt of trip generation comparison below. The applicant is also proposing improvements to the surrounding local roadways (Middle River Drive, NE 24th Avenue, NE 26th Avenue and NE 9th Street. The improvements are proposed to be consistent with the City of Fort Lauderdale's Complete Streets program and will include wider sidewalks, landscaping and bike paths.

Net External	Trip Generation	Comparison	
Timeframe	Jun-15 plan	Oct-15 plan	Difference
Daily	10,635	8,751	-1,884
AM Peak	746	478	-268
PM Peak	924	694	-230

5. ***Dedication of rights-of-way. Property shall be conveyed to the public by plat, deed or grant of easement as needed in accordance with the Broward County Trafficways Plan, the city's comprehensive plan, subdivision regulations and accepted applicable traffic engineering standards.***
6. ***Pedestrian facilities. Sidewalks, pedestrian crossing and other pedestrian facilities shall be provided to encourage safe and adequate pedestrian movement on-site and along roadways to adjacent properties. Transit service facilities shall be provided for as required by the city and Broward County Transit. Pedestrian facilities shall be designed and installed in accordance with city engineering standards and accepted applicable engineering standards.***
7. ***Primary arterial street frontage. Where a proposed development abuts a primary arterial street either existing or proposed in the trafficways plan, the development review committee (DRC) may require marginal access street, reverse frontage with screen planting contained in a nonaccess reservation along the rear property line, deep lots with or without rear service alleys, or such other treatment as may be necessary for adequate protection of residential properties and to assure separation of through and level traffic.***
8. ***Other roadway improvements. Roadways adjustments, traffic control devices, mechanisms, and access restrictions may be required to control traffic flow or divert traffic, as needed to reduce or eliminate development generated traffic.***
9. ***Street trees. In order to provide for adequate landscaping along streets within the city, street trees shall be required along the length of the property abutting a street. A minimum of fifty percent (50%) of the required street trees shall be shade trees, and the remaining street trees may be***

provided as flowering or palm trees. These percentages may be varied based on existing or proposed physical conditions which may prevent the ability to comply with the street tree requirements of this subsection. The street trees shall be planted at a minimum height and size in accordance with the requirements of Section 47-21, Landscape and Tree Preservation Requirements, except in the downtown RAC districts the requirements of Sec. 47-13.20.H.8 shall apply. The location and number of street trees shall be determined by the department based on the height, bulk, mass and design of the structures on the site and the proposed development's compatibility to surrounding properties. The requirements for street trees, as provided herein, may be located within the public right-of-way as approved by the entity with jurisdiction over the abutting right-of-way.

A full traffic analysis of the project was prepared by Cathy Sweetapple and Associates, Inc. The applicant is also proposing improvements to the surrounding local roadways (Middle River Drive, NE 24th Avenue, NE 26th Avenue and NE 9th Street. The improvements are proposed to be consistent with the City of Fort Lauderdale's Complete Streets program and will include wider sidewalks, landscaping and bike paths.

N. Wastewater.

- 1. Wastewater. Adequate wastewater services shall be provided for the needs of the proposed development. The proposed development shall be designed to provide adequate areas and easements which may be needed for the installation and maintenance of a wastewater and disposal system in accordance with applicable health, environmental and engineering regulations and standards. The existing wastewater treatment facilities and systems shall have adequate capacity to provide for the needs of the proposed development and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which wastewater treatment or disposal capacity has been reserved. Capital expansion charges for water and sewer facilities shall be paid by the developer in accordance with Resolution 85-265, as it is amended for time to time. Improvements to the wastewater facilities and system shall be made in accordance with the city engineering and accepted applicable engineering standards.***

Acknowledged.

- O. Trash management requirements. A trash management plan shall be required in connection with non-residential uses that provide prepackaged food or beverages for off-site consumption. Existing non-residential uses of this type shall adopt a trash management plan within six (6) months of the effective date of this provision.***

Acknowledged.

P. Historic and archaeological resources.

- 1. If a structure or site has been identified as having archaeological or historical significance by any entity within the State of Florida authorized***

by law to do same, the applicant shall be responsible for requesting this information from the state, county, local governmental or other entity with jurisdiction over historic or archaeological matters and submitting this information to the city at the time of, and together with, a development permit application. The reviewing entity shall include this information in its comments.

Live Galleria project does not contain any historic or archaeological resources.

Q. Hurricane evacuation. If a structure or site is located east of the Intracoastal Waterway, the applicant shall submit documentation from Broward County or such agency with jurisdiction over hurricane evacuation analysis either indicating that acceptable level of service of hurricane evacuation routes and hurricane emergency shelter capacity shall be maintained without impairment resulting from a proposed development or describing actions or development modifications necessary to be implemented in order to maintain level of service and capacity.

The proposed project is not east of the Intracoastal Waterway.

47-25.3 Neighborhood Compatibility

Section 47-25.3 A. NEIGHBORHOOD COMPATIBILITY

- 2. Smoke, odor, emissions of particulate matter and noise.** The Project will not exceed the maximum levels of smoke, odor, emissions of particulate matter and noise as regulated by Chapter 27 of the Code of Broward County.
- 3. Design and performance standards.**
 - a. Lighting.** The Project design will comply with the lighting requirements of this section.
 - b. Control of appearance.** The Project is residential and incorporates windows, doors and entrance openings into the design on its facades. The facades contain undulating balconies, awnings, uniform cornice heights and material banding. Loading and service facilities will be screened from abutting residential uses. Rooftop mechanical equipment, stair and elevator towers will be visibly screened from abutting properties.

Neighborhood compatibility and preservation. The neighborhood within which the Project is located is a mix of residential, businesses and hotel/motel uses which vary in height. The Project's height, mass, setbacks, landscaping and architectural features are compatible with the neighborhood and have been designed to maintain the neighborhood's character. In addition, the design of the buildings incorporate visually appealing design elements as seen from the immediate pedestrian realm, from neighboring buildings and from a distance.

Section 11 - Flexibility

Sec. 47-28.1. - Applicability; conditions.

- A. Density. The maximum density permitted on a development parcel is limited by the maximum density permitted by the city's land use plan (LUP). Density of a development parcel may be increased, subject to flexibility rules (FR).**

Density acknowledged.

- B. Flexibility rules. Flexibility rules permit the city to revise and rearrange land uses and permit additional residential dwelling units without requiring an amendment to the Broward County Land Use Plan (BCLUP).**

Flexibility rules acknowledged.

- D. Determination by the city of available residential dwelling units or available commercial acreage.**

- 1. If a sufficient number of units are available to allocate reserve units or flexibility units to a parcel, or if sufficient commercial flex acreage is available to be applied to a parcel, the city may allocate the units or commercial flex acreage, provided that the FZ and regulations of the ULDR are met.**

Live Galleria is located in Flex Zone 46. As of August 4, 2014, there were 1,878 Flex Units available in Flex Zone 46.

- 2. The city shall maintain a log of the number of available reserve or flexibility units, the number of reserve or flexibility units assigned to parcels, and the reason for assigning units to a parcel. The city shall also maintain a log of the number of flex commercial acreage assigned to parcels and the reason for assigning the commercial acreage to each parcel.**

The above referenced numbers are based from the log maintained by the City of Fort Lauderdale.

- F. Allocation of residential units on commercial or office park land use designated parcels.**

- 1. The city may allocate flexibility units to a development parcel with a commercial or office park land use designation subject to the following conditions:**

a. Criteria:

- i. Flexibility units, see subsection E.1.a.**

The allocation of flexibility units for *Live Galleria* supports and implements the specific goals, objectives and policies of the City's Land Use Plan. See Section 13.

- ii. No more than twenty percent (20%) of the total acreage within the flexibility zone which is designated**

commercial or office park, may be used for residential uses.

Live Galleria contains 35.4 acres. This acreage represents 11.4% of the total commercial acreage within Flex Zone 46 which is well below the 20% total acreage maximum.

2. For mixed-use development, see subsection K.

K. Allocation of flex for mixed use development.

- 1. The city may allocate flexibility units for mixed use development through approval of a mixed use development, as provided in Sec. 47-18.21, Mixed Use Development. This applies to both the allocation of residential flexibility units on a commercial land use designated parcel and for allocation of commercial flex acreage on a residential land use designated parcel.**

Live Galleria is being rezoned to the ID district.

Section 47-18.21.D Mixed use development on commercial land use designated parcels

Section 47-18.21.D

Mixed use development on commercial land use designated parcels. The city may permit a mixed use development when the development site has a commercial land use designation, subject to the following:

- 1. Approval of an allocation of available flexibility units, without the need to amend the city's land use plan or rezone land. For definition of flexibility units, see Section 47-28, Flexibility Rules.**

Live Galleria is applying for flexibility units.

- 2. The MXU shall include residential uses in conjunction with business uses as provided below in Section 47-18.20.F.3;**

Live Galleria proposes residential and business uses in a mixed use-mixed use building as defined in 47-18.21.B.1.b. Live Galleria is a mixed use development containing retail, restaurants, parking garages and residential units.

- 3. The residential floor area of the MXU does not exceed fifty percent (50%) of the gross floor area of the building; or**

N/A

- 4. If the MXU is in the same building, business uses shall be limited to the floor(s) below the residential use; or**

Live Galleria proposes residential and business uses in a mixed use-mixed use buildings as defined in 47-18.21.B.1.b. Business uses shall be limited to the floors below the residential use.

5. For a development site that is less than five (5) acres in size, single use residential buildings are permitted. No business uses are required; or

Not applicable, site is greater than 5 acres.

6. For a development site that is greater than five (5) acres in size, single use multifamily buildings may be permitted provided gross residential acreage does not exceed five (5) acres or forty percent (40%) of the total gross acreage of the development site, whichever is greater.

Not applicable, no single use multifamily buildings proposed.

Section 12. Zoning and Surrounding Zoning.

A zoning map and a context plan are included in the Application. A discussion of the zoning and surrounding zoning is set forth herein.

Section 13. Comprehensive Plan Compliance

Future Land Use Element

Live Galleria promotes and complies with the following Policies and Objectives of the City's Comprehensive Plan.

POLICY 1.18.2: Utilize standards for residential properties along major thoroughfares, as necessary, to encourage higher densities, which will in turn serve as a buffer between major roadways and low-density neighborhoods and support use of public transit.

Live Galleria's residences are located along a major thoroughfare and serves as a buffer to lower intensity neighborhoods.

OBJECTIVE 1.21: ENCOURAGING MIXED USE DEVELOPMENT

Encourage mixed-use developments to enhance the livability of the City through encouragement of an attractive and functional mix of living, working, shopping, and recreational activities.

Live Galleria creates a mixed use community which enhances livability combining living, shopping and recreational activities.

OBJECTIVE 1.22: ENCOURAGING HIGH QUALITY DEVELOPMENT

Continue to respond to identified problems/opportunities; develop incentive systems for quality development and redevelopment; prevent incompatible uses; and incorporate design criteria.

Live Galleria utilizes the Innovative Development District to create architectural quality and specific design criteria for the property.

OBJECTIVE 1.36: USE OF FLEXIBILITY AND IRREGULAR DENSITY PROVISIONS

Utilize the flexibility rules and irregular densities established by the Broward County Land Use Plan in order to facilitate the arrangement of residential densities and commercial acreage to allow the City to respond to changing conditions.

Live Galleria balances the density for the property and locates it as appropriate on this property.

OBJECTIVE 1.44: MIXED USE – RESIDENTIAL

Promote mixed use land development patterns which combine residential and nonresidential uses to achieve an attractive, well integrated, and pedestrian and transit friendly environment through the establishment of residential mixed land use categories within the Future Land Use Element of the City of Fort Lauderdale Comprehensive Plan.

Live Galleria introduces residential uses to a commercial center providing appropriate mixed use.

POLICY 1.44.2: Mixed use residential development shall promote an urban form, which creates well integrated land use combinations, balances intensity and density, and promotes the safe, interconnectivity of vehicular, pedestrian and other non-motorized movement. Policies should integrate the public realm, through open space, urban public plazas and/or recreational areas.

Live Galleria promotes urban form and marries it to an large commercial structure clustering intensity to the north and providing connectivity for transit and pedestrian movement.

Housing Element

Objective 7.1: Bring about housing design and development alternatives that are aesthetically pleasing, encourage energy efficiency and enhance the overall health, safety and general welfare of City residents.

Live Galleria provides architecturally pleasing residences which will utilize sustainable building practices.

POLICY 7.1.1: Ensure that growth management, housing design, and development alternatives form an integral part of a community of functional neighborhoods and city centers that promote community identity, and enhance the overall quality of life.

Live Galleria's mixed use community with multimodal center promotes not only identity but enhances quality of life for its residents and the City and County.

Transportation Element

POLICY 1.2.18: Encourage the use of transit oriented/friendly development along transit corridors.

Live Galleria creates a transit hub to encourage and facilitate transit and other forms of movement.

POLICY 1.2.22: Utilize the Development Review Process to include the construction of sidewalks and bikeways in all improvement projects where adequate right-of-way exists on State and County Roads.

Live Galleria improves sidewalks, roads and bikeways.

POLICY 1.3.7: Continue to evaluate and implement pedestrian and transit design standards for the incorporation of mass transit, car pool, pedestrian and bicycle amenities in major commercial, industrial and office buildings outside of the downtown.

Live Galleria incorporates a transit hub, car sharing, trolley enhancement and pedestrian and bicycle amenities outside of the downtown.

POLICY 1.5.3: Ensure that development will take into consideration the character and integrity of residential neighborhoods, the Development Review Process shall address pedestrian and bicycle access and facilities, traffic improvements or modifications either on-site or within public rights-of-way, including, but not limited to, sidewalks, pedestrian ways, bicycle parking, roadway adjustments, traffic control devices or mechanisms and access restrictions to control on-site traffic flow or divert traffic as needed to mitigate the negative impacts of development generated traffic on neighborhood streets as warranted, feasible and consistent with this Plan.

Through the Innovative Development standards, Live Galleria incorporates design and functional site features to address neighborhood character and mitigates impacts on neighboring streets.

POLICY 1.7.11: Continue its current practice of recognizing the interaction with mixed-use developments and the resulting internal satisfaction of trips when analyzing the traffic impact of proposed mixed-use developments which promote revitalization and redevelopment. Mixed use developments are characterized by three (3) or more significant, mutually supporting, land uses with significant physical and functional integration of project components, including uninterrupted pedestrian connections, and that is developed in conformance with a coherent plan.

Live Galleria encourages internalization of trips by providing mixed uses which support each other and provides pedestrian connectivity for same.

OBJECTIVE 1.11: Provide for private sector responsibility to include project related transportation improvements.

Live Galleria is responsible and provides project related transportation improvements both on and off site.

Section 14. Conclusion

Live Galleria transforms 10 acres of asphalt into active living and community spaces.

Live Galleria integrates the mall as the centerpiece of a vibrant mixed use community.

In a three phase development process, *Live Galleria* will create a vibrant mixed use neighborhood with the construction of seven new residential buildings; new neighborhood serving retail spaces; and new community spaces.

Live Galleria is an innovative neighborhood that creates a pedestrian friendly mixed-use environment where people can live, shop and play. *Live Galleria* transforms the face of the mall and its interaction with Sunrise Boulevard and integrates mall connectivity with the community spaces, the existing and new retail and new residential buildings. The new community spaces provided include seven acres of at grade accessible space and one acre of accessible rooftop space as follows:

- “The Loop” a 1.25 mile linear park and fitness loop.

- 8 acres of Community Space, including:

- The Bayview Plaza: a nearly 1 acre plaza on Sunrise Blvd. including new café spaces

- The Galleria Plaza

- The Sky Garden

- The Community Center

- The Community Gardens

- The *Live Galleria* Dog Park

- Multiple “Fitness Zones”

- Multiple Outdoor Cafes

- Areas for public artwork displays by local artists

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Design Evolution and Community Outreach

LIVE Galleria Design Evolution and Community Outreach

Date	Meetings/Organizations	Location
8/6/14	Sunrise Intracoastal HOA Leadership	Capital Grill
8/7/14	Civic Association Presidents for Neighborhoods around Galleria	
9/8/14	General Community Meeting	Galleria Mall
	Proposal #1 Submitted	
12/16/14	Sunrise Intracoastal Working Committee	
1/9/15	Sunrise Intracoastal Working Committee	
1/15/15	Sunrise Intracoastal Working Committee	Galleria Mall/Project Office
1/26/15	Sunrise Intracoastal Working Committee	
2/2/15	Michael Albetta, President, Lake Ridge Civic Assoc	J Marks, Fort Lauderdale
2/4/15	Central Beach Alliance Board of Directors	Galleria Mall
2/12/15	Coral Ridge Homeowners Association Board Directors	Galleria Mall/Project Office
2/23/15	Corinthian Board of Directors	Galleria Mall/Project Office
2/24/15	Sunrise Intracoastal Working Committee	Galleria Mall/Project Office
3/6/15	Corinthian Board of Directors	Galleria Mall/Project Office
3/9/15	Lake Ridge Civic Association Board of Directors	Galleria Mall/Project Office
3/24/15	Victoria Park Civic Association Board of Directors	Galleria Mall/Project Office

3/26/15	Sunrise Key Neighborhood Improvement District Board of Directors	Galleria Mall/Project Office
	Proposal #2 Introduced	
4/9/15	Community Open House	Community Room
4/15/15	Community Open House	Community Room
4/18/15	Community Open House	Community Room
4/22/15	Community Open House	Community Room
5/2/15	Community Open House	Community Room
5/19/15	9th Street Condo Associations	Galleria Community Room
6/4/15	Lake Ridge Civic Association Board of Directors	Satori Community Room
6/8/15	Broward Workshop Urban Core Committee	Galleria Community Room
	Proposal #3 Introduced	
9/11/15	Greater Fort Lauderdale Alliance Leadership Meeting	Galleria Community Room
9/15/14	Sunrise Intracoastal Homeowners Association General Membership	George English Park
9/18/15	Smart Growth--small group	
9/22/15	Fort Lauderdale Forum Panel Discussion	Broward College
10/6/15	Christian Petersen and Chris Williams, Coral Ridge Civic Association	Galleria Community Room
10/16/15	Florida Restaurant and Lodging Association Leadership	Community Room

10/20/15	Smart Growth Luncheon	
11/2/15	East Point Towers Board of Directors	East Point Towers Community Room
11/5/15	Lake Ridge Board of Directors	Satori Community Room
11/9/15	Victoria Park Civic Association General Membership	Galleria Community Room
11/11/15	Corinthian Board of Directors	Galleria Community Room
11/19/15	9th Street Condo Association	Galleria Community Room
12/9/15	Flagler Village Board of Directors	Galleria Community Room
12/10/15	Coral Ridge Association Board of Directors	Coral Ridge Yacht Club
12/18/15	Chamber of Commerce Beach Council	Chamber of Commerce
1/6/16	Riverwalk Board of Directors	Women's Club
1/11/16	Open House with Sun Serve Donors	Galleria Community Room
1/13/16	City of Fort Lauderdale: Economic Development Advisory Board	
1/22/16	New Leaders Council Open House	Galleria Community Room
1/26/16	American Institute of Architects Open House	Galleria Community Room
2/11/16	Coral Ridge Galleria Committee	Galleria Community Room
2/17/16	Flagler Village General Membership	
3/15/16	Coral Ridge Galleria Committee	Galleria Community Room

4/11/16	Broward Workshop Urban Core Committee	Galleria Community Room
4/18/16	Coral Ridge Galleria Committee	Galleria Community Room
	Proposal #4 Introduced	
4/28/16	Coral Ridge Association General Membership	Coral Ridge Yacht Club
5/2/16	Riverwalk Power Mixer	Gray Robinson
5/11/16	Central Beach Alliance General Membership	
5/18/16	Sunrise Intracoastal General Membership	George English Park
5/19/16	Galt Mile Community Association Advisory Board	Nic's Italian Restaurant
5/25/16	Corinthian Board of Directors	Galleria Community Room
5/27/16	Galleria Mall Employee Breakfast	Galleria Community Room
5/25/16	Coral Ridge Galleria Committee	Fort Lauderdale City Hall
6/16/16	GLBX Chamber of Commerce/Chamber After Hours	Galleria Mall
6/14/16	Colonial Manor West Residents	Galleria Community Room
6/17/19	Coral Ridge Galleria Committee	
7/16/16	Sunrise Intracoastal Homeowners Association General Membership	Galleria Community Room
7/22/16	Corinthian General Membership	Galleria Community Room
8/15/16	Victoria Park Association Board Members	Galleria Community Room

8/20/16	Community Outreach Open House	Galleria Community Room
9/1/16	Lake Ridge Civic Association Board of Directors	Satori
9/2/16	Victoria Park Association Galleria Committee Meeting	Galleria Community Room
9/6/16	Victoria Park Association Galleria Committee Meeting	Galleria Community Room
9/7/16	Victoria Park Association General Membership Meeting	St. Anthony's
9/29/16	Community Outreach Open House	Galleria Community Room
10/10/16	Community Outreach Open House	Galleria Community Room

Proposal #1-Introduced in September 2014

Program

- 1640 residential units in a total of 7 residential buildings (hotel in S1)
- S1 building at 45 stories; 379 residential units and 165 hotel rooms
- 5.3 acres of private open space as amenity decks for residents

Community Feedback

- Too much development on the mall property in terms of density, height, # of units, etc.
- Buildings along 9th street are too high; the density should be closer to the commercial corridor along Sunrise
- Consider adding office space, possibly a movie theater, upgraded tenants at the mall, etc.
- Concerns about the # of students generated for Bayview Elementary and abuse by renters in the district

Proposal #2-Introduced in March 2015

Program

- 1250 residential units in a total of 7 residential buildings and 1 office building
- S1 building at 38 stories; 378 residential units and 163 hotel units
- 2 buildings along 9th street are 55+ and older buildings with rich amenities
- Complete re-design of the three buildings along 9th Street to step back

Modifications from previous design

- Reduce density by 24%
- Reduce mass
- Introduce office building
- Redesign of buildings along 9th Street to create a more pedestrian scale experience and with height stepped back away from the sidewalk and street
- Two buildings were converted to 55+ and older, which helps reduce traffic and # of students generated for Bayview Elementary

Community Feedback

- Height on the S1 property
- Traffic
- Density
- No connectivity with the mall; more mall improvements need to be incorporated to the overall plan and program
- No activation on the roof
- Concerns about the # of students generated for Bayview Elementary

Proposal #3-Introduced in September 2015

Program

- 1250 residential units in a total of 7 residential buildings
- S1 building at 38 stories; 438 units, no hotel use
- 13.3 acres of open space with 8.13 acres open to the public

Modifications from previous design

- Elimination of the office building to help alleviate traffic
- Elimination of hotel use on S1 property to help alleviate traffic
- Creation of defined and enhanced community space and community park space—essentially 10 nodes totally 7.26 acres at ground level and .87 acre on the roof. Combined with the 5.3 acres of private open space (amenities for the residents), the total open space is 13.3 acres.
- Programmed community space includes a dog park, roof top garden, 2 large welcoming plazas along Sunrise, 1.5 mile fitness loop (linear park)
- Connectivity between the proposed buildings and the mall including mall entrances for many of the buildings
- Enhanced and improved facade of the mall along Sunrise to provide a uniform and updated experience
- Reduced height on Neiman Marcus tower by 3 floors

Community Feedback

- Height on the S1 property
- Traffic
- Density
- # of students generated for Bayview Elementary

Proposal #4-Introduced in April 2016

Program

- 1250 residential units in 7 residential buildings
- S1 building at 27 stories; 438 units

Modifications from previous design

- S1 height further reduced to 27 stories to address concerns about height on S1
- Traffic mitigation increased to address traffic concerns: Bayview Drive improvements; extended turn lanes along Sunrise; signal synchronization along Sunrise
- Addition of pedestrian crosswalk at Starbucks
- At this stage, every building has been modified to address community input.

Community Feedback

- Height on the S1 property
- Traffic
- Density
- # of students generated for Bayview Elementary

Additional Mitigation and Community Benefits—post April 2016

Following extensive community outreach with neighbors and surrounding neighborhoods the following additions were made to the proposal:

- Nearly \$400K in traffic mitigation to alleviate and manage cut-through traffic in Victoria Park neighborhood (Victoria Park request)
- S1: signage to discourage traffic from exiting the building along 26th Avenue (Corinthian request)
- S1: the addition of green screening along the eastern side of the building to create a more green friendly environment for neighbors to the east and southeast (Corinthian request)
- Traffic circle at Bayview and Middle River to help slow down and decrease cut through traffic along Bayview in Coral Ridge neighborhood. (Coral Ridge request)
- Traffic calming in Victoria Park neighborhood (Victoria Park request)

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Innovative Design Progression Chart

LIVE GALLERIA - INNOVATIVE DESIGN PROGRESSION

		SEPT-2014 SUBMISSION		Mar-15		Dec-15		MAY-2016 SUBMISSION		DIFFERENCE FROM SEPT 2014
LIVE GALLERIA										
	Units	1640 units		1250 units		1250 units		1250 units		- 390 units

LIVE 1

FLOORS		45		38		38		27		- 18 FLOORS
TOWER IN FEET		455'		384'		386'		285'		-170 FEET
PODIUM IN FEET		63'		63'		53'		42'		-21 FEET
GROSS BUILDING AREA		924,845 SF		915,000 SF		915,000		830,000		-94,845 SF
RESIDENTIAL UNITS		379		378		438		438		+59 UNITS
HOTEL ROOMS		165		163		0		0		-165 HOTEL ROOMS
RETAIL		21300 SF		18600		18600		18600		-2,700 SF
RESTAURANT		12,000 SF		11985		11985		11985		-15 SF

* HEIGHT AS MEASURED BY CITY OF FORT LAUDERDALE

LIVE 2

FLOORS		17		13		13		13		- 4 FLOORS
TOWER IN FEET		174'		140'		140'		140'		-34 FEET
PODIUM IN FEET		55'		35'		35'		35'		-20 FEET
GROSS BUILDING AREA		669,578 SF		546,555 SF		546,555 SF		546,555 SF		-123,023 SF
RESIDENTIAL UNITS		314		200		200		200		-114 UNITS
RETAIL		16,000 sf		7200		7200		7200		-8,800 SF

LIVE 3

FLOORS		15		9		9		9		- 6 FLOORS
TOWER IN FEET		153		93		93		93		-60 FEET
PODIUM IN FEET		50		41		41		41		-9 FEET
GROSS BUILDING AREA		507,673 SF		346,519 SF		346,519 SF		346,519 SF		-161,154 SF
RESIDENTIAL UNITS		236		101		101		101		-135 UNITS
RETAIL		6,280 SF		10,615 SF		10,615 SF		10,615 SF		+4,335 SF

LIVE 4

FLOORS		11		7		7		7		- 4 FLOORS
TOWER IN FEET		110'		75'		75'		75'		-35 FEET
PODIUM IN FEET		55'		45'		45'		45'		-10 FEET
GROSS BUILDING AREA		271,809 SF		200,447 SF		546,555 SF200,447 SF		546,555 SF200,447 SF		-71,362 SF

RESIDENTIAL UNITS		108		80		80		80		-28 UNITS
RETAIL		4,589 SF		4,580 SF		4,580 SF		4,580 SF		--9 SF
RESTAURANT		2,953 SF		0		0		0		--2,953 SF

* HEIGHT AS MEASURED BY CITY OF FORT LAUDERDALE

LIVE 5

FLOORS		14		11		11		11		- 3 FLOORS
TOWER IN FEET		146		115		115		115		-31 FEET
PODIUM IN FEET		51		41		41		41		-10 FEET
GROSS BUILDING AREA		456,036 SF		356,406		356,406		356,406		-99,630 SF
RESIDENTIAL UNITS		238		159		159		159		-79 UNITS
RETAIL		4,000 SF		8,256 SF		8,256 SF		8,256 SF		+4,256 SF

LIVE 6

FLOORS		24		24		24		24		0
TOWER IN FEET		240		240		240		240		0
PODIUM IN FEET		69		69		69		69		0
GROSS BUILDING AREA		405,713 SF		405,713 SF		405,713 SF		405,713 SF		0
RESIDENTIAL UNITS		167		167		167		167		0
RETAIL		4,708 SF		4,000 SF		4,000 SF		4,000 SF		-708 SF

LIVE 7

FLOORS		28		28		25		25		
TOWER IN FEET		288'-8"		288'-8"		256'-8"		256'-8"		
PODIUM IN FEET										
GROSS BUILDING AREA		323,016 SF		323,016 SF		273,800 SF		273,800 SF		-49,216 SF
RESIDENTIAL UNITS		198		165		105		105		-93 UNITS
RESTAURANT		1,200 SF		1,200 SF		1,200 SF		1,200 SF		

LIVE 8

FLOORS				14						
TOWER IN FEET				149'-6"						
GROSS BUILDING AREA				130,973 SF						
RESTAURANT								5,500 SF		
COMMUNITY CENTER								12,962 SF		
ROOF OPEN SPACE								0.87 Acres		
PLAZA SPACE								1.03 Acres		

HEIGHTS ARE AS MEASURED BY CITY OF FORT LAUDERDALE

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Innovative Development Strategies Chart

LIVE | GALLERIA

Innovative Development Strategies Chart

PROGRAM AND FORM	USES					
	Residential		Sec.:			
	Residential (market rate)		528	47-37A.1.A.1 ▪Live Galleria provides superior architectural design as well as an integrated site designing with exemplary landscape and public space.	▪The latest revision to the Live Galleria proposal pushes all of the taller buildings onto Sunrise Boulevard, and away from the existing residential uses to the south of the property. Additionally, through extensive community input and discussion, the original proposal was reconfigured to reduce the heights of the south of the Property to create a neighborhood streetscape feel to 26th Street. ▪Superior architectural design. ▪Buildings designed and re-designed to creatively locate density and mass along the existing commercial corridor. ▪Embodies the definition of infill development. ▪Adaptive Reuse of existing surface lots. ▪Concentration of Taller Buildings on Commercial Corridor. ▪By incorporating residential uses into the existing single use (retail) site, Live Galleria seeks to create a livable, village center location. Together with the extensive public space; landscaping; and infrastructure improvements, Live Galleria will transform the site into a truly mixed use community.	
	Senior Living		181			
	Luxury Rental		438			
	Luxury Condo		103			
	Commercial					
	Restaurant		18,685			
	Bank		4,000			
Neighborhood Retail		49,251				
Grocer						
Pet Spa						
Doctor						
DEVELOPMENT STANDARDS						
Density Building Height	50-60 du/acr	35.3 du/acre		●Proposes heights greater than permitted in B-1 to accomplish density relocation to Sunrise Blvd. ●Proposes heights consistent with RMH-60 conditional use height requirement. ●Setbacks are greater than required on entire site. ●Density is much less than allowable under current zoning districts.		
	15-30 stories	3-27 stories				
BUILDING FORM						
Responsive Design			47-37A.5- Community Outreach	▪See LIVE Galleria- Innovative Design Progression Chart. ▪See LIVE Galleria- Community Involved Design Evolution.		

		ULDR	Proposed ID	Intent/Purpose	Innovative Strategies
PUBLIC REALM	PUBLIC COMMUNITY SPACE				
	Ground Level - nodes		7.26 acres	47-37A.1.B.1 ▪The ID ordinance has allowed Live Galleria to be designed in such a manner as to push the allowed density on the site away from the single family neighborhood and onto the commercial corridor. Furthermore, wide pedestrian walkways and publicly accessible parks have been incorporated into the Live Galleria plan.	▪Live Galleria uses innovative site planning that utilizes appropriate siting of both uses and mass in relation to land area and devotes a significant portion of the Parking Lots to sustainable urban community space. Locating seven residential buildings and Community Spaces on the Parking Lots effectively wraps the existing mall and garages with aesthetically and functionally desirable uses. Live Galleria introduces multifamily residential buildings for all ages, providing ownership; quality rental and senior housing opportunities.
	Rooftop level		0.87 acres	▪Live Galleria is the ultimate mixed use proposal which when seen as an integration into the existing area, provides for a true town center feeling.	▪Extensive redesign of the existing and new pedestrian walkways and crossings to enhance safety for pedestrians. ▪Over a mile long fitness loop and over 8 acres of public space.
	Open Space			▪By surrounding Live Galleria with over a mile long fitness loop and over 8 acres of public space, the entire ground floor area is activated and revitalized.	▪Beautifully designed and ultimately functional public spaces and pedestrian thoroughfares. ▪Extensive Community Spaces provided. ▪Provides public use areas. ▪Superior landscape and tree canopy design and integration. ▪Linear Park ▪Bayview Plaza ▪Sky Garden ▪Galleria Plaza ▪Multiple Fitness Zones ▪Dog Park-Public dog park ▪Fountain Features ▪Outdoor Cafes ▪Public Artwork Displays by local artists

		ULDR	Proposed ID	Intent/Purpose	Innovative Strategies
PUBLIC REALM					RMH-60 zoning district requires 35% gross lot square footage to be landscaping. Proposal provides less than 35% landscaping on the portion of the Property that is RMH-60. However, this is made up in the extraordinary increase in landscaping on the entire site. See Sheet LC-0.04
	Landscaping				
MOBILITY	TRAFFIC				
	Vehicular Trip		478 AM: 755 PM		▪Multi-modal design which transforms the existing mall into a transit hub. ▪Site design includes extensive integration of pedestrian and bicycle connectivity. ▪See LIVE Galleria- Transportation Mitigation and Enhancement Summary. ▪As a cohesive system, these improvements within and along the perimeter of the Property will enhance the Property’s interaction with neighboring communities and whether through mass transit, walkability, or cycling, will keep cars off the streets. Residents of the multifamily buildings will have the opportunity to access many existing and proposed neighborhood serving amenities without leaving the Property in a car. Visitors to and employees of the mall will have options of either using the mall as a destination or as a transit hub to access another method of transportation, all of whom will have access to: ▪Broward County buses ▪Sun Trolley access and enhanced service ▪Car sharing service ▪B cycle connections ▪Bicycle storage both short and long term ▪Easier wayfinding to the nearby water taxi ▪Pedestrian walkways into and around the perimeter of the property ▪Dedicated parking within the garage for beachgoers ▪See LIVE Galleria- Transit Diagram
	Streetscape Design				
	Parking		5,914	47.37A.1.A.2	
	Pedestrian				
	Bicyclist			▪Live Galleria provides an extensive multi-modal design which transforms the existing mall into a transit hub and encourages visitors and employees to use alternate forms of transportation.	
	Transit				
INFRASTRUCTURE	Public Improvements				
				47.37 A.1.A.1 ▪Live Galleria provides physical infrastructure improvements that will benefit both he community and city alike, such as a lift station to better serve the area, flood and drainage improvements to benefit the area and pedestrian safety improvements to provide safer and more attractive public access areas on and of site.	▪Bioswales; new stormwater management; environmentally conscious plantings and drainage. ▪Embodies sustainable community building. ▪Extensive efforts to reduce coastal flooding issues. ▪Embraces many sustainable practice strategies. ▪Restaurant on 26th street and 9th street. ▪Lift Station ▪Signalization Improvements (Overlap Phases), Timing Optimization at Several Intersections) ▪Neighborhood Traffic Calming
				▪Live Galleria provides Bioswales; new stormwater management; environmentally conscious plantings and drainage; as well as many other sustainable practices as shown in the plan sets.	▪Turn Lane Enhancements

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Transportation Mitigation and Enhancements

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TRANSPORTATION MITIGATION & ENHANCEMENTS

Ultimate Mixed- Use Integration: Live Galleria uses best planning practices to improve an existing commercial shopping center and its transportation infrastructure to create a compact, pedestrian-friendly, mixed-use community serving a diverse range of residents and visitors. Uses include upscale rental, luxury condominiums, senior oriented living , retail shops, department stores, boutique grocer, pet spa, medical office, neighborhood serving retail, rooftop workout lawn, pocket dog-park, and programmable community space intended for exercise classes, and outdoor events. The concentrating of these complementary uses provides opportunities to expand transportation resources to allow for easier movement both within and to and from the Property through a variety of transportation options which will:

1. Encourage residents to utilize alternative methods of transportation other than a single occupant vehicle;
2. Provide better option for shoppers to get to the mall and its new programmed spaces;
3. Create a climate friendly walkable environment around the mall;
4. Serve as a parking resource for beachgoers; and
5. Afford employees easier access to mass transit and to bicycle facilities.

Transit and Mobility Hub: The above benefits will be facilitated via a transportation hub created on the Property served by a major transportation corridor and which has existing but fracture transportation opportunities.

With the input of Broward County Transit, an internal mobility hub proposed on NE 24th Avenue/Bayview Drive south of Sunrise Boulevard at a covered area next to a well-utilized Galleria Mall entrance via elevators. The mobility hub will have adequate dimensions to accommodate several Broward County buses simultaneously and will provide a safe open area for pedestrians to wait for BCT services, the Sun Trolley and other forms of transportation.

As a cohesive system, these improvements within and along the perimeter of the Property will enhance the Property's interaction with neighboring communities and whether through mass transit, walk ability, or cycling, will keep cars off the streets. Residents of the multifamily buildings will have the opportunity to access many existing and proposed neighborhood serving amenities without leaving the Property in a car. Visitors to and employees of the mall will have options of either using the mall as a destination or as a transit hub to access another method of transportation, all of whom will have access to:

- Broward County Buses
- Sun Trolley access and enhanced service
- Car sharing service
- B cycle connections
- Bicycle storage both short and long term

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TRANSPORTATION MITIGATION & ENHANCEMENTS

- Easier way finding to the nearby water taxi
- Pedestrian walkways into and around the perimeter of the property
- Dedicated parking within the garage for beachgoers

More specifically, Live Galleria's transportation hub proposes the enhancement and consolidation of public transportation facilities like the existing Broward County bus stops, shuttle bus and water taxi stops all within walking distance of each other in a compact location, accessible to the community. In addition, Live Galleria will introduce a car sharing service, making car ownership an option versus a necessity. It is important to note that the benefits provided by the mobility hub were not relied upon as mitigation in the traffic study and; therefore, are considered transportation enhancements that go beyond what is typically required for projects in the City of Fort Lauderdale. The applicant agrees that in addition to its proposed annual contribution to the Sun Trolley and provision of beach parking in the mall, that if the City is not able to expend Sun Trolley service appropriately by the time of the build out of Phase 3, the applicant will allocate \$209,000 to purchase a Sun Trolley vehicle, and will seek to adjust other transit costs down by that amount in order to fund same.

Communication of Alternatives: Important to the success of the mobility plan outlined above is communication, and wayfinding. Internal and external wayfinding signage is proposed to attract and guide visitors and residents into the Property to utilize the mixture of uses and transportation options available to Live Galleria as well as to make resident transportation decisions simple. A Mobility Coordinator and Mobility Kiosk will serve to help introduce the available multimodal options to guests, employees and residents. The mobility coordinator will be located near the Transit Hub and a kiosk will be located at the hub.

Automobile Alternatives & Pedestrian/Bicycle Access and Safety Enhancements: Beyond the automobile, Live Galleria creates pedestrian and bicycle friendly perimeter travel-ways where none exist today. These pedestrian and bicycle corridors improve safety and mobility for non-automobile modes of transportation and; therefore, will encourage a shift from the use of automobiles to walking and bicycling. By enhancing the pedestrian mobility with well-designed sidewalks/pedestrian paths for better internal for-traffic connectivity and pedestrian features, the Live Galleria project will discourage the use of automobiles for short trips and; therefore, the overall traffic impacts of the project can be reduced.

To help reduce vehicular traffic on the barrier island, Live Galleria will provide parking for beachgoers within its garage, with Beach access provided using Sun Trolley, BCT Route 40, a B-cycle ride to the beach or a short stroll to A1A. Finally, Live Galleria will encourage water taxi use at a neighboring site to publicize and additional way to visit the Property by water. It is important to note that the benefits provided by pedestrian enhancement were not relied upon as mitigation in the traffic study and;

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TRANSPORTATION MITIGATION & ENHANCEMENTS

therefore, are considered transportation enhancements that go beyond what is typically required for projects in the City of Fort Lauderdale.

Turn Lane Enhancements: These improvements will remove turning vehicles from the through lanes, and therefore will increase the capacity of subject approach and will enhance safety by storing turning vehicles on the auxiliary lanes as opposed to the lanes that are intended to serve through traffic.

Turn lane enhancements are proposed at two intersections (US 1 and NE 13th Street and Sunrise Boulevard and NE 15th Avenue). The turn-lane enhancements are described below:

US 1 and NE 13th Street:

- 1) Increase the southbound right-turn lane storage capacity to approximately 400 feet (if feasible); and
- 2) Increase the eastbound left-turn lane storage capacity to approximately 425 feet, (if feasible).

Sunrise Boulevard and NE 15th Avenue:

- 3) Re-stripe the southbound approach to increase the left-turn lane storage to 350 feet (If feasible).

Signalization Improvements (Overlap Phases), Timing Optimization at Several Intersections: Overlap phases increase the capacity of signalized intersections by allowing right-turning vehicles to occur concurrent with non-conflicting left-turn movements. Timing optimization is a technique that is used to provide the optimum green time to competing traffic movements based on current traffic patterns. With the Live Galleria project in place, traffic patterns will change and by optimizing the traffic signals, the County will provide the most-appropriate timing in order to serve all movements at acceptable levels of service, mitigation the Live Galleria project trips.

Neighborhood Traffic Calming: Traffic Calming measures are proposed as part of the Live Galleria-off-sure traffic mitigation along Bayview Drive and at numerous locations in Victoria Park. The project will include a new traffic circle on Bayview Drive replacing the yield and/or stop controlled intersections of Middle Rive Drive and Yacht Club Blvd. This Traffic Calming measure is intended to serve as an important gateway to the Coral Ridge neighborhood, and reinforces Bayview Drive as a residential collector roadway. City of Fort Lauderdale staff requested an analysis of this intersection during the AM and PM peak hour and during the arrival and dismissal timeframes for Bayview Elementary to ensure that acceptable levels of service will be maintained if the existing intersections are replaced with a traffic circle. The Applicant has prepared this analysis and has confirmed that acceptable levels of service will be maintained with a traffic circle on Bayview Drive. In coordination with the Victoria Park Civic Association, the Applicant will provide funding to enable the Association to implement 21 traffic calming measures located throughout the Victoria Park neighborhood.

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Public Improvements Narrative

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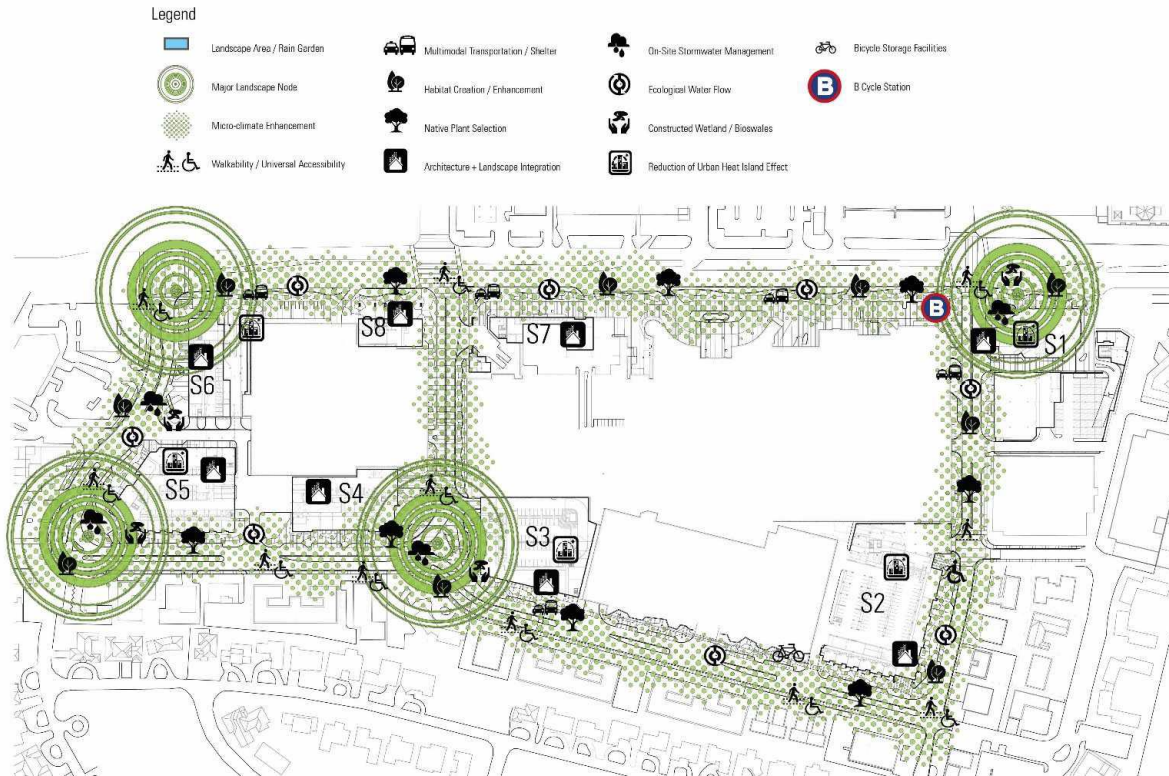
Public Improvements Narrative

General Statement – The site development at the Galleria seeks to create a fusion of shopping, art and living to create a memorable urban village. The proposed setting utilizes otherwise blighted parking areas and asphalt dominated Right-of-Ways (“ROW”) to meld the built and natural environment with enhanced complete streets, pedestrian plazas and parks and sustainability. In addition to these overall development components the proposed plans include attention to details including site furniture, lighting, art and the use of Florida friendly landscape selections. The emphasis on public spaces is on the ground level and through the integration of neighborhood service uses (florist, café, grocery, etc.) in conjunction with pedestrian walkways and plazas.



Overall Site Illustrative Plan

The overall site development integrates a number of development and sustainability strategies as seen on the following diagram. These include components of transportation, mobility, climate resiliency, habitat creation, storm water management, pedestrian environment, complete streets, native plant selection and others. These elements are all combined together to create a unique and innovative community and master plan approach to the site development.



In addition to the ground level development potential for the project, we have also considered an intensive series of green roof amenity spaces that seek to create sky level experiences for both public and private use. There is an opportunity to develop a secondary and tertiary pedestrian connectivity that utilizes elevated park and program space for the community and neighborhood use.



Streetscape – The front door to every community and neighborhood is the streetscape and related accessories. A vibrant streetscape can help make a successful community. The proposed designs for the streetscapes within the Galleria and surrounding community include components of complete streets, landscape and site details to transform underutilized asphalt expanse within the ROW.

Complete Streets – The City of Fort Lauderdale has a complete street initiative in place which the Galleria development has embraced. The inclusion of bike lanes, trolley/bus stop, increased pedestrian access

including access to nearby water taxi stop, appropriate landscape, and properly sized vehicular travel lanes, results in a streetscape network that allows multimodal use within the ROW.



Site Section along Sunrise Boulevard and Promenade



Site Section along NE 9th and Neighborhood Boulevard

Landscape and Tree Canopy – One of the most vital components to the streetscape environment is the tree canopy. The site and streetscape environments take on two different schemes, a more pedestrian promenade experience and urban plaza along Sunrise Boulevard and Bayview Drive; and a neighborhood boulevard or street experience along NE 9th Street, NE 26th Ave and Middle River. The promenade experience utilizes both large shade trees and formal palm trees on a regular grid spacing that organizes the space and provides shade. The treatment in the neighborhood streets takes on more natural cues with groups of trees that again create shade but also seek to create proper scale along roadways and adjacent pedestrian zones.



Plan Enlargement highlighting increased Tree and Palm Canopy Zones

Site Details - The streetscape environment also has a fabric of elements and details that work to create the finishing touches. The details for site furnishing as well as paving materials create a level of sophistication throughout. Multiple seating opportunities exist from café seating, bench seating, high top seating and integrated seat walls. Included along with these seating elements is more artistic seating that enhances the public image of the space while providing creative seating opportunities. The inclusion of trash receptacles and bike racks around the site seek to ensure the site remains clean and that bike facilities are provided in convenient locales. The streetscape and adjacent public areas also provide a stage for public art to be integrated into the site. Site lighting is provided in multiple levels first pedestrian level pole lights provide required safety lighting, however the integration of decorative fixtures add to the ambience and branding of the overall site experience.

Various Site Details (Seating, Bike Facilities, Green Wall, Lighting and Art)





Public open space in the Galleria development provides a vibrant vision for how the project can knit together both existing and proposed public open spaces. These public plazas and open spaces will create a platform for neighborhood programs and day to day enjoyment. There are four main areas where these public zones are incorporated – (1) Sunrise Promenade, (2) NE 9th Street, (3) Linear Park (or Bayview), and (4) a Sky Level Park. The following section compares existing conditions to proposed conditions and highlights the innovative development techniques as currently versioned for the site:



Sunrise Promenade – The existing streetscape along Sunrise Boulevard includes a minimal pedestrian zone, unorganized landscape areas, large blank walls of architecture, vehicular level cobra head lighting, limited shade opportunity and no public gathering spaces or sense of identity. The proposed treatment for this zone seeks to create a series of moments or memory markers along Sunrise Boulevard that not only identify the site as something significant but also create iconic spaces for public gathering. The paving

treatment along Sunrise Boulevard creates a continuous open plaza feel that provides unobstructed views and access. The landscape elements create organization and shade as well as multiple seating choices.



Site Section and Perspective along Sunrise Boulevard and Bayview Pedestrian Plaza

NE 9th Street – The current experience along NE 9th is one of multiple lanes of asphalt with limited or no pedestrian experiences. The repositioned streetscape creates a mix of public spaces and pedestrian zones that work in conjunction with proposed neighborhood commercial facilities. The revised ROW includes bike lanes, continuous pedestrian walkways, public open spaces and seating opportunities.



Site Section along Neighborhood Street along NE 9th Street



Site rendering of Neighborhood Street along NE 9th Street at the intersection of NE 26th Avenue

Linear Park (Bayview) – The current streetscape along Bayview is treated more as a service access with loading docks, service drives and limited or no landscape elements. The proposed vision for Bayview includes two of the more significant public plaza spaces and park areas within the Galleria community. Together these spaces combine to create nearly two acres of park/open space areas. These spaces include water features, tree canopy for shade, specimen tree zones, green space for strolling or dog walking, seating opportunities, site lighting and art platforms. The area that is currently acting like a tunnel on Bayview has also been transformed into a pedestrian way. This is through the addition of architectural, landscape, art and lighting components. A night rendering provides the vision for the updated area of the site.



Night rendering of "tunnel" at Bayview drive heading south towards NE 9th Street



Rendering at Bayview Drive and Piazza/Park space to the south



Rendering at Sunrise Boulevard and Middle River Drive – Iconic Elements and Art

The strategy for landscaping is simply to include a mix of street tree, palm and understory planting that creates environments conducive to the natural south Florida landscape. This will be accomplished first through the integration of Florida friendly landscape, second through the use of created wetlands and bioswale areas and third through the careful re-use and conservative approach to irrigation.

Florida Friendly Landscape – Per the City of Fort Lauderdale’s requirements, the majority of the plant materials proposed throughout the site are included in either the native plant species or Florida friendly plant guidelines. Through a careful blend of street trees for shade, formal palms for organization of the space, flowering trees for accent, informal palms for natural clusters of vegetation, small trees to create layers of understory planting and habitat. In addition to these artful combinations the use of Specimen tree materials for highly visible public zones and the shrub/ground cover layers to complete the landscape with unified broad strokes.

Created Wetlands and Bioswales – Climate change and sea level rise continue to be a concern for all south Florida communities. One of the methods for dealing with storm water is through the inclusion of wetlands areas and bioswales in the landscape. The Galleria development includes both of these innovative urban landscape treatments of storm water. Along NE 9th and for portions of Middle River Drive the streetscape cross section includes a median that acts as a bioswale. Along the western property boundary and along Middle River the plans incorporate multiple construction wetlands. These wetlands create both habitat and aesthetically pleasing open spaces. The wetlands can be viewed from adjacent walkways as well as strategically positioned seating zones that cantilever into the wetland areas.



Site Section along Neighborhood Street along Middle River – Construction wetland area



Irrigation and Water Re-use - The use of Florida friendly and native landscape also aligns with standard xeriscape practices and efforts to minimize the long and short term need for excessive irrigation. The project also presents opportunities to recapture rainwater from roof decks and adjacent building areas to facilitate re-use water for irrigation. The irrigation system will be designed to ensure proper coverage and that multiple zones for different types of materials can be managed.